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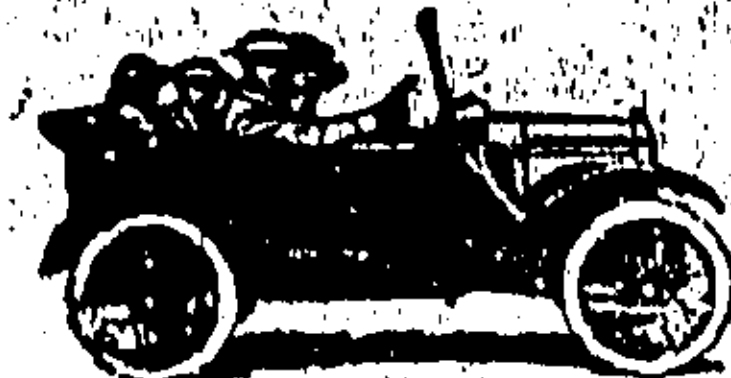
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No. 19,494 四拜禮 號四十月五年五十二百九千一英 HONGKONG, THURSDAY, MAY 14, 1925. 日二十月四丑乙亥歲年四十四國民華中 PRICE, \$3.00 Per Month.

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EVERY DEPARTMENT IS FULL OF NEW, FRESH AND UP-TO-DATE GOODS ALL AT BARGAIN PRICES OUR STANDARD VALUES ARE THE FINEST VALUE OBTAINABLE IN HONGKONG. CALL AND INSPECT. WHITEAWAY, LAIDLAW & CO., LTD HONGKONG

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TYPHOON BRAVERY. SEAMAN'S GALLANTRY REWARDED. MEDAL FOR HEROISM. Unusual Figure At Council Meeting.

Looking strangely out of place in his black coat and trousers and open neck, Hong Kam, a Chinese seaman, appeared at the Legislative Council meeting this afternoon to receive public recognition for his gallantry during the typhoon of 1923. When His Excellency had read out particulars, Hong Kam smiled and joined heartily in the applause.

His Excellency said: "Before we proceed to the business of the day, I have a presentation to make."

The circumstances of the founding of the S.S. Loong Sang in the typhoon of August 18, 1923, are within the memory of Honourable Members. The services rendered by officers and men of the S.S. Loong Sang, Egrement Castle and Hwa Hing in their endeavours to render assistance and save life have already been publicly acknowledged. This Majesty the King has been pleased to confer silver medals for gallantry on a number of the officers and men of these vessels and I have been asked to present them on his behalf. The only recipient who is at present in the Colony is one of the crew of the S.S. Loong Sang, Hong Kam, Master of the S.S. Bowes Castle. Lieutenant-Commander J. J. Donohue, R.N.R., O.B.E., had anchored his ship to the west of Stonecutters Island and seeing wreckage and men passing by, driven before the wind and the sea he organised a Rocket Brigade and endeavoured to reach some of the derelicts by means of lines thrown by rocket, life buoys and towing lines from the ship. When the height of the storm had passed at about 10.50 a.m. the Master decided to put out a boat and call for volunteers. The Chief Officer, Third Officer and a Cadet volunteered and four of the Chinese crew. The boat was launched successfully, was away from the ship for 5 1/2 hours and

was able to save three lives. The gallant conduct of these officers and men in leaving a place of safety and embarking in a small boat with the wind blowing at hurricane force and a confused high sea running was in accordance with the best traditions of the Mercantile Marine. Hong Kam who is here to-day was one of those four seamen having joined the ship only on the previous day.

I have pleasure in presenting on behalf of His Majesty the King the silver medal for Gallantry in Saving Life at Sea to Hong Kam.

INSURANCE RISKS. WHAT UNDERWRITERS SEE HERE. CUTTING OF RATES. CANTON INSURANCE OFFICE'S MEETING.

Confidence in the future so soon as trade shows signs of revival, and a reference to record profits as possible "things of the past," were features of to-day's 44th ordinary general meeting of shareholders in the Canton Insurance Office, Ltd., held at the board-room of Messrs. Jardine, Matheson & Co., Ltd., general agents.

Mr. B. D. F. Beith presided and was supported by the following members of the consulting committee:—Messrs. A. H. Compton, A. S. Gubbay, Henry Humphreys, T. E. Pearce and Mr. F. C. Hall, secretary. Shareholders present comprised:—Messrs. Chau Siu-ki, 'Choi Po-min, Lo Cheung-shiu, Lo Cheung-yip, Ho Leung, R. A. Dastur, John Arnold, Ho Shai-kit,

OPIUM IN JAIL. EUROPEAN WARDER'S CONDUCT. SERIOUS COMPLAINTS. Bribery Charge Proved Against Chinese.

Serious allegations of a plot to smuggle opium and letters to an inmate of the Jail, involving "conversations" with a warder, have culminated in a Chinese being given the maximum sentence by a Police Magistrate's Court.

Before Mr. H. R. Butters, at the Central Magistracy this morning, a Chinese named Lai Yee-fung was charged on various counts of unlawfully attempting to introduce into Victoria Gaol, through the medium of Warder H. G. Fuller, opium and letters to be handed to a prisoner, and of offering a bribe of \$5 to the warder on May 8.

Detective Inspector T. Murphy outlined at length the details of the case, which briefly were that the negotiations commenced in November last year when the accused had a conversation with a Eurasian warder named Peterson, who was no longer in the

service, Warder Fuller being also present.

Two months later the accused met Warder Fuller near the Wing On Company's shop. This was followed by several meetings from time to time at the King Edward Hotel bar at which certain proposals were made for conveying of opium and letters to the prisoner and vice versa. The seizures which formed the subject of the charges were believed to have been handed over by prisoner to the warder at a boarding house last month.

The failure of Warder Fuller to bring matters to a head, said the Inspector, led to a circular letter being passed among the prisoners, which came into the hands of the authorities. The movements of the parties were kept under observation, and the Inspector overheard many of the conversations which took place at the King Edward Hotel bar where the money was also handed over. The accused was arrested later.

The Magistrate found the accused guilty and imposed sentences of six months' hard labour each on two counts, the sentences to run concurrently, and to a fine of \$12 on the last charge.

MEN'S BATHING COSTUMES



A large stock of Woollen and Cotton Bathing Costumes is now being shown.

One-piece style with skirt in the newest colourings—some are really loud, but we have neat designs for those with more subdued tastes.

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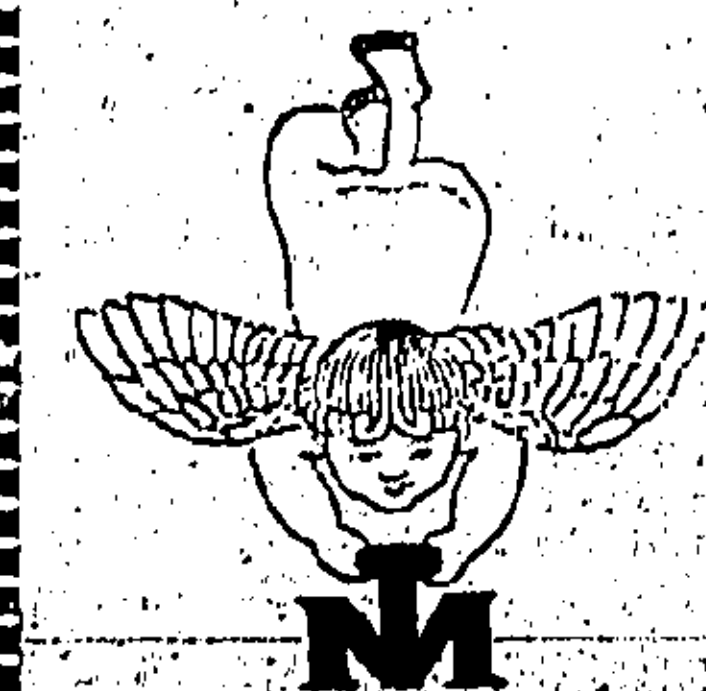
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ICE COLD DRINKS

AND DELICIOUS

ICE CREAM

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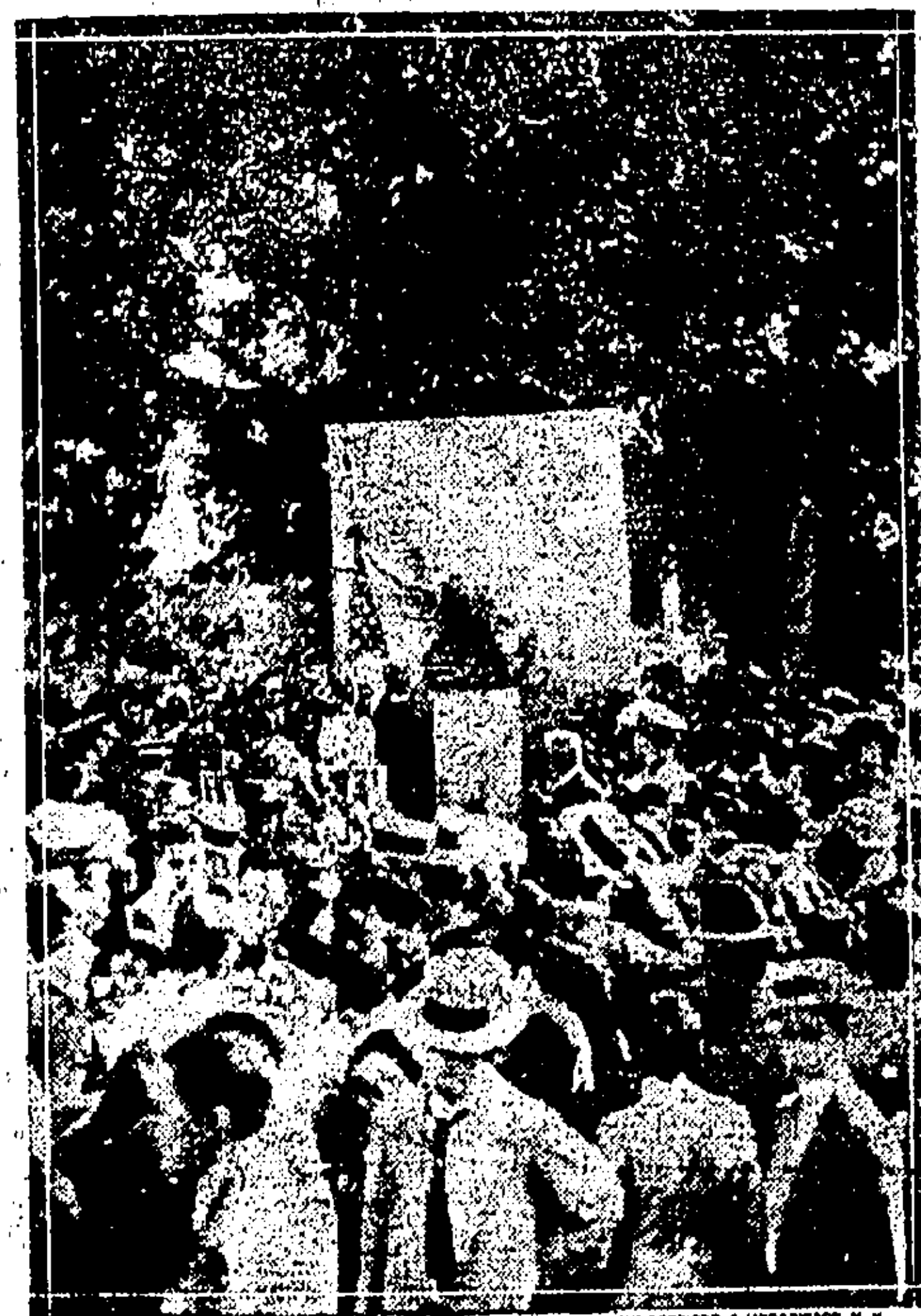


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ROOSEVELT MEMORIALS.



Mrs. Bessie P. Vonnob, sculptress, and her statue which is to be placed at the entrance of the Roosevelt Memorial Bird Sanctuary, Oyster Bay, this summer, as a memorial to Colonel Roosevelt, and as a beacon for birds, who will find a haven in the 12-acre wilderness, which is to be their home, whenever they arrive. The spot will also be, according to naturalists, a real "find" as it will aid them in the study of their feathered friends.



Photograph shows Major-General J. G. Harbord (in front of flag), speaking at the dedication of the Roosevelt Memorial on the battle field at San Juan, Cuba, just after it had been unveiled by Mrs. Theodore Roosevelt, Sr.

STILL SLOW. QUEEN'S PIER WORK DELAYS.

BROKEN PROMISES

The 3rd Quarterly Report ending March 31, 1925, laid before the Legislative Council this afternoon, is as follows:—

The progress with this Contract is still slow even allowing for the interruption of the work during the Chinese New Year holidays and the recent inclement weather.

In the agreement referred to in the last quarterly report, the contractors undertook to complete the work in three months, from the date of signature, that is by March 3, but again their assurances have not been fulfilled.

A slight improvement has been shown on the granite work but there is still a tendency towards inferior workmanship.

At various times slight delays have been experienced in carrying out the remaining works, owing to the contractors failing to meet their financial obligations.

The granite wall adjoining the pier has been completed and work is proceeding on cutting a chase for the roof tiles, but the progress on this is most unsatisfactory and is seriously delaying the completion of the roof to the pier.

An average of one course of granite only is required to complete the entrance, and about three fourths of the granite has been prepared for the banking balustrades.

The reinforced concrete flat roof to the entrance has been completed which will allow the repunching of the granite to be commenced.

Court fees last year amounted to \$19,364.20, and official administrator's commission to \$1,094.51. The figures in 1923 were respectively \$13,710.55 and \$2,148.71.

F. M. Ellis, A. H. M. da Silva, R. L. Bridger, G. H. Piercy and A. J. Edgar.

Addressing those present, the chairman said:—

Gentlemen,—The report and accounts have now been in your hands for some days and I will, with your permission, take them as read.

The statement of accounts for the year 1923, which we now present to you, has proved to be fairly satisfactory, the more so when the difficult times, through which we are now passing, are taken into consideration. The surplus shown, of roughly \$1,050,000, compares quite favourably with all previous ones and is, in fact, only surpassed by those for the years 1914, 1918, 1921 and 1922, all of which were considerably in excess of that amount. Such years as the last four mentioned are, I fear, things of the past, as far as can be seen at the moment, and your General Agents and Committee will be more than gratified if they can maintain the present level until such time as an improvement in conditions sets in; it is obvious, however, that nothing can be hoped for till trade itself revives. On every hand one hears that business is dull, if nothing worse, and it is only reasonable to expect that insurance companies must share in the general depression.

Our premium income for the year now under review is \$2,981,687.43 or \$321,787.38 less than that for 1922 and in respect we are almost back to a pre-war level. As I said last year, premium of a kind is easily obtained, but the difficulty is to obtain premium of a remunerative character. Competition is still most acute and reductions in rates follow one another at such close intervals that it is impos-

sible to foresee when we are to reach rock bottom.

Our reports from London are to the effect that conditions are still very difficult. The capacity of the insurance market there is undoubtedly too great for the volume of business moving, with the result that in order to maintain income, rates are accepted which are altogether out of keeping with the risks undertaken. Only a short while back we were advised of a quite unjustifiable cut in the rate for a fleet of steamers, approximating 50 per cent., and as our correspondents humorously put it, "meanwhile the directors of the steamship company view the position with profitable amusement."

We, in the Far East, who are in personal touch with many of the insurance risks pertaining to this part of the world, cannot but feel that were underwriters to see some of the risks for which they so readily quote, they would speedily recognise how totally inadequate, as well as ill-advised, many of their quotations really are.

The unsatisfactory reports recently published by several of our oldest and most respected marine insurance companies, show only too plainly the trend of things and, at the moment, the outlook for the future cannot be considered as any too bright. It is to be hoped, however, that a pull will soon be taken and matters placed on a more satisfactory basis.

Losses for the year 1923, were \$86,447.78 more than those for the year 1922, the ratio working out at 62.15 per cent. as against 58.99 per cent. for the previous account.

Working account for the year 1924, after 12 months' working, (Continued at foot of next Column.)

shows a slight increase in premium but a decrease in balance of \$213,884.30 as compared with the year 1923. This decrease is mainly due to the exceptionally heavy losses sustained during the early months of last year, the total as at December 31, 1924, exceeding that for 1923, after the same period of one year, by \$188,660.79. This account has yet another twelve months to run, however, and in view of the way things have been going from the end of last year to date, we think we may anticipate a moderately satisfactory outturn.

Our assets expressed in both sterling and local currency are approximately the same as last year and the sound position of our various reserves, has been fully maintained.

The surplus to be dealt with is \$1,048,795.36 out of which has been paid an interim dividend of \$18. per share. We now recommend the payment of a final dividend of \$22, the addition of \$200,000 to the Reinsurance Fund and the carrying of the balance of \$448,795.36 to Underwriting Suspense Account to close the year 1923. The balance of \$1,907,039.33 at credit of 1924 account allows of the payment of the usual interim dividend of \$18 for that year.

I do not think that there is anything else that calls for special reference, but I shall be pleased to answer, to the best of my ability, any question arising out of the accounts which shareholders may wish to put, after the accounts themselves have been duly seconded.

I now propose the following resolution:—

"That the report and accounts, as presented, including the payment of a final dividend in respect of the year 1923 of \$22 per share, and an interim dividend in respect of the year 1924 of \$18 per share; the addition of \$200,000 to Reinsurance Fund and \$448,795.36 to Underwriting Suspense Account be adopted and passed."

Mr. Chau Siu-ki seconded and the report and accounts were adopted unanimously.

Those of the consulting committee who retired by rotation—Sir Paul Chater, Sir Robert Ho Tung, Mr. A. H. Compton, Mr. A. S. Gubbay, Mr. Henry Humphreys, Mr. T. E. Pearce and Mr. H. P. White—were elected on the proposal of Mr. John Arnold, seconded by Mr. A. H. M. da Silva.

Mr. Ho Leung proposed and Mr. R. A. Dastur seconded the re-election of Messrs. Lowe, Bingham and Matthews and Messrs. Percy Smith, Seth and Fleming as auditors and this was also carried.

The chairman then announced that dividend warrants were ready and could be obtained on application.

HONGKONG & SHANGHAI
BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

AUTHORIZED CAPITAL.....\$50,000,000
PAID-UP AND FULLY PAID UP \$20,000,000
RESERVE FUND.....\$2,500,000
STERLING.....\$2,500,000
SILVER.....\$2,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$20,000,000

COURT OF DIRECTORS:
G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.
S. D. P. Bell, Esq., Hon. Mr. A. C. Lang.
W. H. Bell, Esq., Hon. Mr. A. C. Lang.
A. H. Conyngham, Esq., Hon. Mr. A. C. Lang.
Hon. Mr. J. H. Pollock, Esq., Hon. Mr. A. C. Lang.

CHIEF MANAGER:
A. H. BARLOW, Esq.
Manager: Shanghai—G. R. STITT, Esq.

LONDON BANKERS.
Westminster Bank, Ltd.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 21st February, 1925.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is calculated on the lowest balance during each completed calendar month at 3 1/2 per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option balance of \$100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Chief Manager
Hongkong, 7th January, 1925.

THE CHARTERED BANK OF
INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital.....\$2,000,000
Reserve Fund.....\$2,000,000
Reserve Liability of Proprietors.....\$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.
Hongkong, April 15, 1925.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:

36, Boulevard Haussmann, Paris.
Paid-up Capital.....Fr. 75,000,000
Paid-up Capital.....Fr. 75,000,000
Reserve Fund.....Fr. 50,000,000

BRANCHES:
Bangkok, Hongkong, Saigon, Shanghai, Canton, Hankow, Peking, Tientsin, Yunnan, etc.

INFRASTRUCTURE National d'Économie de Paris, Crédit Lyonnais, Banque de Paris et des Pays-Bas, Crédit Industriel et Commercial, etc.

IN LONDON: The National Provincial & Union Bank of England, Ltd.; Comptoir National d'Économie de Paris, Crédit Lyonnais, etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange business transacted.
A. LECOT, Manager
Hongkong, March 20, 1924.

THE YOKOHAMA SPECIE
BANK, LTD.

Established 1886.

Capital (fully paid-up) Yen 100,000,000
Reserve Fund.....Yen 80,500,000

Head Office: YOKOHAMA.

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Batavia, Newchwang,
Bombay, New York,
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Kobe, Soerabaya,
London, Yokohama,
Lyons, Tientsin,
Manila, Tientsin,
Nagasaki, Tientsin,
Rangoon, Vladivostok.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of Banking and Exchange business transacted.
C. ARIMA, Manager
Hongkong, 11th March, 1925.

FINE JEWELLERY
Jewellery, Watches, and Wedding Rings
A SPECIALTY.
All of highest grade in the Colony.
WINDSOR BROS.
No. 54 Nathan Road, Kowloon.
Tel. 2, 606.

COMMERCE AND FINANCE.

THE DEBENTURE MARKET.

FREQUENT ISSUES IN JAPAN.

FOREIGN INTEREST HIGH.

The debenture market of Japan recently has shown a favourable change towards the raising of funds at home rather than in foreign countries. The earthquake and fire of 1923 deprived Japan of enormous wealth and the country was in urgent need of obtaining funds to meet its reconstruction enterprises. The fall of the Yen-Dollar exchange rate ensued as the result of the discount of the foreign credit of Japan following the earthquake. Many foreign loans were concluded after the earthquake and up to the present altogether ¥707,000,000 of foreign capital has been imported into this country. Of these, the Japanese Government loans in the United States and England totalled ¥544,975,000; the Industrial Bank of Japan loan totalled ¥34,000,000; Dai-ichi Electric Power Company's loan totalled ¥30,000,000; and Yawata Electric Power Company loan totalled ¥28,000,000, making an aggregate of ¥707,000,000.

MONEY RATE DROP HELPS.

The recent development on the Japanese financial market shows, however, that the situation is now becoming more favourable for the industries to raise funds at home than abroad. A far better turn is noticed for the raising of funds in Japan than on New York or London markets for industrialists here in various ways. The money rates in the United States and England are now again ascending while those in Japan are gradually falling at present. Under the circumstances, the conclusion of Japanese loans on foreign markets at present and in the future is held to be difficult. The recent gradual recovery of the Yen-Dollar exchange rate serves more especially as a factor standing in the way of the easy conclusion of such loans in the United States, says a report. On the other hand, the money rate in Japan for long-term loans is now falling.

It is most natural that Japanese businessmen are now paying more attention to concluding loans in Japan and have begun to neglect foreign financial proposals. There are a few American capitalists intending to advance loans to Japanese industrialists but they are also recognising this tendency and are withdrawing the conclusion of hasty loans, it is reported.

How the recent loans concluded between Japanese business and American capitalists are unusually high in interest-rate can be seen from the first Dai-ichi Electric-Dillon and Company, concluded on July 17, last year in America. The annual interest rate of this loan is 7 per cent., the issue price being \$91.50 for \$100 face value, and the term of redemption 20 years. These terms seem rather advantageous on the surface but are not so in fact. Its commission was 10 per cent. and, consequently, the Dai-ichi Company will have to bear the high rate of 9.1 per cent. as its burden. In regard to the Toho Electric Power Guaranty Trust Company loan, totalling \$15,000,000, which was concluded on March 9, its annual interest is 7 per cent. and the issue price is \$90.50. The annual profit which the loan brings in totals 8.80 per cent. The commission of the loan was 8.50 per cent. and, consequently, the Toho Company will have to bear 8.80 per cent. as its burden. The Ukiwa-Lee Higginson loan concluded on April 2, in America is also high in the interest to be borne by the Japanese firm, and the average is about 9 per cent. a year. Moreover, these loans were concluded, taking into consideration the adverse Yen-Dollar exchange rate which then prevailed. It is said that the exchange rate does not necessarily mean the profit realised by these companies.

Money rates in the country were assuming a downward course recently, as may be seen from the fact that the Korean Development Bank, which paid the high interest rate of 8 per cent. for ¥3,000,000 debentures issued last January is now paying 7.8 per cent. another debenture totalling ¥10,000,000 recently floated. Moreover, the latter debentures were fully subscribed, though the term of redemption was extended from 7 to 10 years. The Tokyo Electric Light Company is also going to issue a 7.5 per cent. debenture shortly and all others also now bear the same rate of 7.5 per cent. a year.

AMERICAN AS THE BUYER.

BRITISH ECONOMIST ON SELF-PRODUCED MENACE.

America is eager to sell but very unwilling to buy, and unless this attitude changes, the United States will not continue to hold its present position as the world's greatest investment banker. Sir George Paish, British economist, told the Bankers' Foreign Trade Association in session at Cleveland, Ohio, "America's attitude is forcing Europe to restore Russia as the source of foodstuffs which that

SANDYCROFT RUBBER.

REDUCED PROFIT BUT DIVIDEND PAID.

At the annual meeting of the Sandycroft Rubber Company, Ltd., there were present Messrs. the Hon. V. Gibbon (the chairman), J. Mitchell, and P. N. Knight, representing the secretaries (Messrs. Harrison, Barker and Co.).

The Chairman said:—The report and accounts have been in your hands for some time; may I assume it is your pleasure to take them as read. The crop harvested during the year was a little less than for 1923-24 to meet the slight reduction in the company's standard production on account of the areas cut out, and, as the final quarter permitted only a 50 per cent. export allowance, the balance of rubber in stock at the close of the financial year for which no export rights were held amounted to 42,881 lbs. This quantity has only been taken in at a valuation covering the direct cost of harvesting this rubber. You will, no doubt, recollect that in 1923 we had a big drop in prices and the profit which we take to the balance sheet thus only amounts to \$17,763.75 against over \$25,000 for the year before.

Turning to the balance sheet, the compensation received from the Government in respect of the trees cut out for the telephone line which they have erected through certain fields has been written off the property accounts. The expenditure incurred on the replanting of the 22 acres, to which reference was made last year, has been taken out of the reserve account reducing this to \$37,067.11. I have already referred to the method of stock valuation. Cash and investments amount to \$124,382.11 and, deducting from this the various liabilities amounting to \$100,000, and so your board feel they are justified in recommending the payment of a 5 per cent. dividend to-day, even though that distribution is slightly in excess of the profit earned for the year under review.

Confined to purely estate matters, some difficulty is being found in establishing plants in the area that has been cut out and is being replanted, but once success is achieved in this area it is hoped, with the help of imported soil and manure, and the establishment of a cover plant for mulching, that progress will be made. It is not intended to extend the area at present. Pests and diseases have given no undue trouble and weeding is well in hand. As regards labour, recruits are now coming in from the coast but while health for the first portion of the year was good it has given some trouble in the later months, and has proved detrimental in some degree to efficiency. One new coolie line is in course of construction, and a cogulating shed was adapted during the year to give additional drying accommodation and so permit the manufacture of sole crepe.

The opening up of the jungle reserve to which Mr. Kemp referred last year has been started and felling is almost complete. Contractors giving trouble seriously hindered this work and wet weather has so far prevented a burn but it is hoped to have the extension well in hand during the current year. I wish to refer before I close to the loss from the board of Mr. Lowther Kemp on his retirement from the East just before the end of 1924. He has taken a keen interest in the company's affairs for many years past and we shall miss the benefit of his experience and general sound judgment. I now propose that the accounts and report for the year ended January 31, 1925, be and are hereby adopted. I shall be happy to reply, as far as I am able to any questions shareholders may wish to put, after which I will ask Mr. Mitchell to second the resolution.

The report and accounts were adopted, and a dividend of five per cent. was declared. Mr. Mitchell was re-elected a director, and Messrs. Derrick and Co. were re-appointed auditors.

nation was prior to the war." Sir George declared, "a position thrust upon America by war conditions.

"As long as America is willing to extend loans, it can sell its surplus goods, but this operation cannot continue indefinitely. Europe must be allowed to make return for the enormous amount of capital and credit already extended, in produce and goods. Otherwise Europe will be unable to purchase the American surplus and this condition will reflect in impoverishment of American foodstuff producers and industries."

Sir George characterized the Dawes plan as the necessary step toward restoration of Europe. He said that it had brought reason where there had been no reason, but stated that even so the Dawes plan was only a temporary measure, to be displaced by a permanent plan after economic restoration has begun.

GOOD INVESTMENTS.

THE SAFETY OF CAPITAL.

Questions as to the most suitable kind of investment for people of moderate means constantly reach us, says a Home Finance writer.

Where safety of capital is a first consideration then the acme of investment excellence is to be found in gilt-edged stocks of the class authorised for trustees, and yields of 4 1/2 to 4 3/4 per cent. accordingly must be accepted. In a few instances 5 per cent. can be obtained.

Of course, slightly higher yields are obtainable outside the trustee class on sound debentures and bonds, and 5 1/2 per cent. with practically no risk is possible.

Many investors, however, may find it necessary to secure a larger return. This can be done with a limited risk—that is, by mixing the investments where the amount of capital available can be spread over several securities.

In cases of this kind, one-third or so should be invested in gilt-edged stocks; another third in Preference shares yielding 5 1/2 to 6 per cent.; and the balance in Railway stocks or Industrials returning 7 per cent. or more.

Where the prospective investor can afford to take a reasonable risk a larger proportion might be invested in Industrial Ordinary shares.

In most Rubber, Oil and Mining shares the speculative element figures largely, and such securities are not for investors to whom security of capital and a steady income means everything. Those who can take such risks often are amply repaid by substantial appreciation in the value of their holdings.

LOCAL SHARE MARKET.

OFFICIAL QUOTATIONS.

Names	Stock Exchange	Sharebrokers' Association.
H.S.B.C. T.T. on selling rate	London 3 1/2	3 1/2
and on Shanghai	78 1/2	78 1/2
Chartered Bank 1315 b	1230 a London—1230 b	b 1320
Chartered Bank	211 b	b 211 1/2
Mercantile Bank A B 238 1/2 b		b 238 1/2
P. & O. Bank	211 1/2 b	b 211 1/2
Marine Insurance	97 b	b 97
Canton Insurance	75 b	b 75
China Union	11 b 3/4 s. 3 3/4 s	b 3 3/4
North China Insurance	140 b	b 140
Union Insurance	288 b	b 288
Tanaka Insurance	47 b	b 47
Fire Insurance	230 b	b 230
Hongkong Fire Insurance	667 1/2 b	b 667 1/2
Shipping		
Doan's	54 b	b 54
H.K. Steamships	48 b	b 48
Hongkong Tugs and Lighter	42 b	b 42
Indo-China (Prof.)	38 b	b 38
do (Def.)	130 s.	b 130
do (H.K. Reg.)	180 s.	b 180
Shell Transport	89 1/2 s	b 89 1/2
Star Lines	53 b	b 53
Water-borne	17 1/4 b	b 17 1/4
Oriental Nav. Co.	255 b	b 255
Rubber		
China Rubber	61 s	b 61 1/2
Malayan Rubber	63 s	b 63 1/2
Mining		
Rangoon	940 s	b 940
Kailash Mining Adm.	57 b	b 57
Langkat	Comb. 715 1/2 b	b 715 1/2
Shanghai Loans	T 7 b	b 7
Shai Exploration	T 47 b	b 47
Single Langkats	T 12 1/2 b	b 12 1/2
Rangoon	2 s	b 2
Tromp Mines	54 b	b 54
Ural Cops	197 s	b 197
Decks, Wharves, Godowns, &c.	197 s	b 197
H. & W. Dock	119 s	b 119
Shanghai Bankers	780 1/2 b	b 780 1/2
New Engineering	T 9 b	b 9
Shai Docks	T 12 1/2 b	b 12 1/2
Cement		
H. K. Engineering	150 s	b 150
China Portland Cement	150 s	b 150
H. K. Portland Cement	150 s	b 150
Hongkong Lands	86 1/2 s	b 86 1/2
H. K. Realty	46 s	b 46
Humphreys Estates	30 1/2 b	b 30 1/2
Kowloon Lands	8 s	b 8
Princes Building	150 s	b 150
H. K. Realty	150 s	b 150
Rural Lands	10 b	b 10
Ottomian Mills		
Two Cotton Mills, Ltd.	T 11 1/2 b	b 11 1/2
Long Vix	T 57 s. New T 51 s.	b 57
Shanghai Cotton	T 57 s. New T 51 s.	b 57
Yangtze Paper		b 57
Woolen		
Comments	51 s. New 51 s.	b 51
Comments Combined	51 s.	b 51
China Litchi (Old)	54 s.	b 54
do (New) 12 1/2 s. Comb. 28 1/2 s.		b 28 1/2
China Provident 15 s. New 14 1/2 s.		b 14 1/2
H.K. Developments	48 s.	b 48
Provident Combined	48 s.	b 48
Dairy Farms	59 s	b 59
H.K. Electric	51 1/2 s	b 51 1/2
Macao do	48 s	b 48
Hongkong and Canton Loan	15 s.	b 15
Hongkong Bonds	15 s.	b 15
Hongkong Tramways	40 n	b 40
Hongkong Tramways	40 n	b 40
Peak Tramways (Old)	40 n	b 40
Peak Tramways (New)	40 n	b 40
Water	21 1/2 s. New 21 1/2 s.	b 21 1/2
Wm. Forester	14 n	b 14
Lane Crawford	17 1/2 n	b 17 1/2
China Loan	17 1/2 n	b 17 1/2
H.K. Construction	41 s.	b 41
Nanyang Tobacco	15 1/2 s.	b 15 1/2
Shanghai	51 1/2 s.	b 51 1/2
H.K. Tails	7 s.	b 7
China Bank	T 14 1/2 b	b 14 1/2
Times	18 s.	b 18
Singapore Times	18 s.	b 18
Der A. Whar. fully paid	18 s.	b 18
Do	18 s.	b 18
United Alkali (Preferred)	18 s.	b 18
do	(Preferred) 30 s.	b 30

EXCHANGE.

Hongkong 14th May 1925.

On London

Bank, Wire

On demand

30 days sight

4 months sight

Credits, 4 months sight

On New York

On demand

On New York

On demand

On New York

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On New York

VISITORS AT HOTELS.

HONGKONG HOTELS.

May 7.

Mr. M. Axelrod

Mr. F. W. Barnes

Mr. V. Benjamins

Mr. J. Book

Mrs. R. P. Bell

Mr. R. J. Birbeck

DODWELL & COMPANY, LTD.

NEW YORK BIRTH

FOR NEW YORK AND BOSTON VIA SUZUKI

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS. REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE & MOJI

S.S. "VENEZIA" ... Sails 10th June.
S.S. "TRIESTE" (cargo only) ... Sails 12th June.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA" ... Sails 31st May.
S.S. "VENEZIA" ... Sails 1st July.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMKUMBI" ... Sails about 31st May.
Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
Telephone Central 1030. DODWELL & CO., LTD., Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

GORDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said. 5th June.
ANDERSON MARU ... Friday, 5th June.
RIO DE JANEIRO, SANTOS, BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Capetown. 20th May.
MEXICO MARU ... Wednesday, 20th May.
BONNAT—Via Singapore and Colombo.
BINQO MARU ... Wednesday, 13th May.
HAIPHONG—Direct.
HUSHO MARU ... Friday, 29th May.
BANGKOK—Direct.
KOHJO MARU ... Sunday, 17th May.
ALCANTARA—Via Singapore and Bangkok.
TACOMA MARU ... Monday, 18th May.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and Japan Ports.
ALABAMA MARU ... Saturday, 16th May.
JAW VOR—Via Japan Ports, Port Said and Suez.
HAYANA MARU ... End of May.
HAIPHONG via HONGKONG and PAKHOI.
FAIRWA MARU ... Friday, 16th May.
JAPAN PORTS.
ATLAS MARU ... Wednesday 12th May.
ARGUN MARU ... Thursday 14th May.
CHEUNG via SWATOW & AMOY.
AMARUSA MARU ... Thursday, 14th May at 11 a.m.
KAIJO MARU ... Sunday, 17th May at 2 p.m.
TAKAO via SWATOW & AMOY.
KOTU MARU ... Thursday, 21st May at 11 a.m.
TAKAO and YENING.
KOTU MARU ... Saturday, 23rd May.
DAIREN via CHEFOO and TIENTSIN.
NITTO MARU ... Wednesday, 20th May.
For further particulars please apply to:—
OSAKA SHOSHIN KAISHA.
M. TAKEUCHI, Manager.
Central No. 4088, 4089, & 4090.

SHIP YOUR FREIGHT TO

SOUTH AMERICA

via

S.S. "LING NAM"

Calling at:—

Tatara, Rabaul, Sydney, (Australia),
Wellington (New Zealand), Tahiti, Balboa,
Panama, Callao (Peru) and Iquique (Chile).

MAGNIFICENT PASSENGER ACCOMMODATION.

For Freight and Passenger rates apply to:—

THE CHUNGWHA NAVIGATION CO., LTD.

Tel. U. 1507. Bank of China Building.

TUNG ON STEAMSHIP CO.

OPERATING THE NEW AND UP-TO-DATE STEAMSHIPS

"TUNG ON" & "SAI ON"

PLYING BETWEEN HONGKONG AND CANTON.
Leaving every day from Leung Wing Wharf
at 10 p.m. for CANTON.

Tel. C. 4193.

Tel. C. 4193.

THE KWONG HIP LUNG CO., LTD.

REPAIRS AND SHIPBUILDING WORKS. BRASS AND
COPPER FOUNDRIES. All work done in this establishment is guaranteed.
We have over thirty years' experience. We own two slipways and can
accommodate any craft of 200 feet long.
Town Office: 64, Cantonment Road Central, Hongkong. Tel. Central No. 429.
Shipyards: Sheung Wan, Kowloon, Hongkong. Tel. Kowloon No. 2.
Estimates furnished on application.
Hongkong, April 1, 1924.

NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES.

SWATOW.

May 15—D. J. Hainan.
16—C. N. Kiangsu.
17—L. O. N. Yunnan.
18—C. N. Kiangsu.
19—C. N. Kiangsu.
20—D. J. Hainan.
21—L. O. N. Yunnan.
22—C. N. Kiangsu.
23—C. N. Kiangsu.
24—D. J. Hainan.
25—L. O. N. Yunnan.
26—C. N. Kiangsu.
27—C. N. Kiangsu.
28—D. J. Hainan.
29—L. O. N. Yunnan.
30—C. N. Kiangsu.
31—C. N. Kiangsu.

AMOY.

May 15—D. J. Hainan.
16—C. N. Kiangsu.
17—L. O. N. Yunnan.
18—C. N. Kiangsu.
19—C. N. Kiangsu.
20—D. J. Hainan.
21—L. O. N. Yunnan.
22—C. N. Kiangsu.
23—C. N. Kiangsu.
24—D. J. Hainan.
25—L. O. N. Yunnan.
26—C. N. Kiangsu.
27—C. N. Kiangsu.
28—D. J. Hainan.
29—L. O. N. Yunnan.
30—C. N. Kiangsu.
31—C. N. Kiangsu.

FOOCHOW.

May 15—D. J. Hainan.
16—C. N. Kiangsu.
17—L. O. N. Yunnan.
18—C. N. Kiangsu.
19—C. N. Kiangsu.
20—D. J. Hainan.
21—L. O. N. Yunnan.
22—C. N. Kiangsu.
23—C. N. Kiangsu.
24—D. J. Hainan.
25—L. O. N. Yunnan.
26—C. N. Kiangsu.
27—C. N. Kiangsu.
28—D. J. Hainan.
29—L. O. N. Yunnan.
30—C. N. Kiangsu.
31—C. N. Kiangsu.

SHANGHAI.

May 15—C. P. S. Empress of Canada.
16—C. N. Kiangsu.
17—C. N. Kiangsu.
18—C. N. Kiangsu.
19—C. N. Kiangsu.
20—D. J. Hainan.
21—L. O. N. Yunnan.
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28—D. J. Hainan.
29—L. O. N. Yunnan.
30—C. N. Kiangsu.
31—C. N. Kiangsu.

JAPAN PORTS.

May 15—C. P. S. Empress of Canada.
16—C. N. Kiangsu.
17—C. N. Kiangsu.
18—C. N. Kiangsu.
19—C. N. Kiangsu.
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31—C. N. Kiangsu.

TAKAO.

May 15—C. P. S. Empress of Canada.
16—C. N. Kiangsu.
17—C. N. Kiangsu.
18—C. N. Kiangsu.
19—C. N. Kiangsu.
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NOTICE.

THE HOLLAND PACIFIC TRADING CO., LTD.

(In Voluntary Liquidation.)

NOTICE IS HEREBY GIVEN

in pursuance of Section 183 of the

Companies Ordinance 1911 that a

General Meeting of the Members of the

above-named Company will be

held at the offices of the Netherlands

Trading Society, Queen's Road

Central, Victoria, Hongkong, on

MONDAY, the 15th day of June,

1925, at 3.30 o'clock in the afternoon

for the purpose of having an

account laid before them showing the

manner in which the winding-up has

been conducted and the property of

the Company disposed of and of

hearing any explanation that may

be given by the Liquidator.

Dated the Fourteenth day of May,

1925.

A. TH. GROAT,

Liquidator.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

FINALS OPEN CHAMPIONSHIP

SINGLES & DOUBLES.

BOOKING will close at the pavilion

at 8 p.m. on FRIDAY, 15th

May and OPEN at Messrs. Moutrie

& Co. at 8.30 a.m. on SATURDAY,

16th May.

It is hoped to play the Final

Singles on 21st May and Final

Doubles on 22nd. The Final Doubles

will be followed by the Prize Giving.

Hongkong, 14th May, 1925.

OSAKA SHOSHIN KAISHA.

From Hamburg, Rotterdam,

Amsterdam and Antwerp.

THE Company's Steamship

"ATLAS MARU"

having arrived from the above ports,

Consignees of Cargo are hereby notified

that their goods are being landed and

placed at their risk in the Hongkong

and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where

delivery can be obtained as soon as the

goods are landed.

Goods not cleared by the 15th May

will be subject to rent.

Damaged packages must be left in the

Godowns for examination by the

Consignee's representative and the

Company's Surveyors, Messrs. Goddard

and Douglas, at 10 a.m. on Wednesday

and Saturday. All claims must be

presented within Ten days of the

steamer's arrival here, after which date

they cannot be recognized. No claim

will be admitted after the goods have

left the Godowns.

No fire insurance whatever will be

effected.

Consignees are requested to send

in their Bills of Lading for counter-

signatures immediately.

OSAKA SHOSHIN KAISHA,

M. TAKEUCHI,

Manager.

Hongkong, 13th May, 1925.

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signatures immediately.

OSAKA SHOSHIN KAISHA,

FOR FREIGHT OR PASSAGE ON ANY OF THE ABOVE LINES
APPLY TO:-
Tel. Cent. 4791. THE BANK LINE, LTD

WATSON'S E WHISKY

Blended where it is distilled, and Bottled where it is blended—in SCOTLAND.

A Skilful blend of the finest matured Highland Whiskies. A happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

A. S. WATSON & CO., LTD.
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 83 YEARS.

TO INTRODUCE THE NEW VICTOR PORTABLE No. 35

A Musical Instrument that will appeal because it is light in weight and cheap in price.

For your Matched, Car, Yacht or Launch.

INSPECTION INVITED

S. MOUTRIE & CO.
Chater Road.



QUALIFIED OPTICAL SERVICE N. LAZARUS

Ophthalmic Optician
(Hongkong's only European Optician)
12, Queen's Rd. Central.
Manager—R. A. COOPER
Qualified by Canadian Government Examination
Fellow of the American Optometric Association.

The China Mail

(Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$36, payable
in advance. Local delivery free.)

Overland China Mail

(The weekly edition of the "China Mail," Annual subscription, excluding postage abroad, H.K. \$12, payable in advance.)

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No. 5, WYNDHAM ST., HONGKONG

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London Office:—The Far Eastern Advertising Agency (London), Ltd., 24, Devonshire Street, Bloomsbury, W.C.1.

Hongkong, Thursday, May 14, 1925.

NOT THE LAST WORD.

Much has been made at Home, apparently, of a report, issued by the Colonial Office, of a conference on piracy in the waters near Hongkong. The very fact that this report was "the outcome of representations made by the organisations of shipmasters and navigating and engineer officers" is sufficient to render it almost out-of-date by reason of the fact that the conference was held a year ago. Much has happened since then, as witness the publication of the Minority Report and the subsequent representations entrusted to the late Admiral Commanding the China Squadron, Admiral Sir A. F. Everett, before he left for Home. As the report published on a conference last Summer is, in a sense, worthless, so is any criticism of it.

This, of course, cannot be taken to imply and depreciation of the views expressed at that conference by the Officers' Guilds. Far from it. Their suggestions were valuable a year ago. They are still worthy of every consideration. What is unfortunate, and what renders the report behind the times, is that it only sees the light of day now—twelve months later. If those who constituted the personnel of that conference could have foreseen the recommendations of the Minority Report and learned of the deep feeling prevalent in Hongkong on the subject of these recommendations, the report now issued might have been differently worded in some important respects.

Thus, it is almost grotesque for the Colonial Office, report to belittle the organisation of a sufficient naval patrol system on the grounds of cost or expediency or time required. And even more farcical is the "satisfaction" of the Committee responsible for the Colonial Office report that "the situation is not so serious as to justify them in recommending any such expansion of the Naval forces in these waters." That, in a word, is toying with the whole question. In effect, it says: "There have been a few pirates; there may be a few more pirates; some British lives have been lost; more may still be lost; damage has been caused to British trade, which may suffer some more—but the Committee (and with it the Colonial Office) do not intend to lose a night's sleep over it: throw the whole thing on to the Hongkong Government to make the best of the situation as it appears to us in Downing Street."

Nor will the recommendations regarding interior defence precautions by means of grilles and Indian guards carry much weight in view of the considered opinion of the Minority Committee that internal protection is to all intents and purposes valueless; that the only solution is adequate Naval patrols; and that "once pirates know that even though able to take a ship they cannot escape, piracy will cease." Once remove the possibility of gain, and the incentive is gone.

Apparently we have to possess our souls in patience until the representations entrusted to Admiral Sir A. F. Everett are carefully examined and studied both by the Admiralty and by the Colonial Office in the light of the Minority Report. Then, both the higher authorities at Home and out here will require to be told that there is a limit to the patience of those affected directly or indirectly by piracy; that piracy must cease, regardless of the cost; and that it must be the Navy's chief business to ensure adequate protection for British lives and British trade.

Playgrounds Again.

At Home there is a movement afoot to procure playgrounds or playing fields for the children of towns and the endeavour is to make it a national concern. Thirty distinguished people have proposed the formation of a National Playing Fields Association because they feel that the gallant struggles of local societies against the horrible construction of slums should have the backing of all men of goodwill and the active interest of the Minister of

Health. Hear, hear! At Eton there is a cricket pitch for every thirty boys. Aldershot has 128 grounds and pitches, 71 tennis courts and 80 running tracks. The children of the Dockyard Settlement play on Beckton Marshes—when the ground is not too sodden. Southwark, with 25,000 inhabitants, has one acre of playing fields. Hongkong? The place has two valleys crammed with playing pitches, and one in the centre of the town. Kowloon has its quota. But all for people who have raised a voice for them and who hold those pitches on the most favoured terms imaginable. The Chinese members of the Legislative Council should be up and doing; the various Chinese Clubs should also be evident; whilst those estimable gentlemen who seek to curtail expenditure on lavish displays, might well turn their attention to the formation of a Hongkong Playing Fields Association. Not for those who have them, but for the thousands who have them not.

Children's Outings.

Forty London County Council school children spent an enjoyable Easter Holiday on the Riviera. The outing cost six guineas per head, and represented—not charity—but 6s. each per week saved for half a year by parents. "All honour to the teachers who conceived the idea and worked it out," says the London "Daily Chronicle," and those who take an interest in education and children generally will agree. Local teachers are not behindhand in the interest they evince in their charges either inside or outside of school. There may not be many spots of safety with peculiar interest attaching to them to which children could be taken; but is there any argument against holiday trips to such places as Pootow, Shanghai and even Peking? Parents, we imagine, would welcome any scheme aimed at giving their children that wider outlook which even a short trip can give; and we doubt not that teachers would be found willing to undertake so responsible yet agreeable a duty as that which would be involved.

TO-DAY'S VOTES.

WHERE OUR MONEY GOES.

\$28,000 FOR QUEEN'S PIER.

The following financial minutes recommended by H. E. the Governor were considered by this afternoon's meeting of the Legislative Council:

\$10,000 in aid of the vote Charitable Services, Local Chinese Charities, Kwong Wah Hospital.

\$3,000 in aid of the vote Public Works, Extraordinary, Kowloon Buildings, Police Married Quarters, Mongkok.

\$38,000 in aid of the vote Public Works, Extraordinary, Hongkong Buildings, 20, new architectural office.

\$10,500 on account of Public Works, Extraordinary, Hongkong, buildings, alterations and additions to the Hongkong Volunteer Defence Corps Headquarters.

\$8,000 in aid of the vote Kowloon-Canton Railway, special expenditure, quarters for traffic staff.

\$15,000 in aid of the vote Public Works, Extraordinary, Hongkong Communications, 28, Roads:—(v) Shaikwan Road, widening near Taikeo Dock.

\$62,500 in aid of the vote Public Works, Extraordinary, Hongkong, miscellaneous, 40, compensation and resumptions.

\$28,000 in aid of the vote Public Works, Extraordinary, Hongkong, miscellaneous, 32, Queen's Pier.

HARBOUR OFFENCES.

LOADING DANGEROUS CARGO.

All the defendants appearing before Lieut.-Com. G. F. Hole, R.N. (Magistrate), at the Marine Court this morning tendered pleas of "guilty" and were fined varying sums.

Two cargo-boat owners were each fined \$100 for loading benzene outside of the dangerous goods anchorage. A launch coxswain was fined \$10 for being under way without a certificated engineer on board. For not exhibiting regulation navigation lights, a junk master was fined \$15. Six passengers in excess of the number permitted by licence cost another man \$5.

On the December 13, 1924 there were 505 companies on the Hongkong Register, of which 59 were in course of liquidation. During the year 97 new companies were put on the Register and 30 were off. One company transferred from Shanghai to the Hongkong Register, and one company from Hongkong to the Shanghai Register.

SHREDS AND PATCHES.

Personal self-castigation may or may not do good. It all depends. Readers must judge for themselves if Mr. Ramsay MacDonald helps himself in calling himself a fool as he did in a speech at Bradford. Here is the quotation—

I could tell myself a thousand times better than any one of the critics what an awful fool I was and how many opportunities I missed. The trouble about the critic is that his criticism is so poor. It sounds like someone emerging from an experience in Ice House Street.

It is strange that SHIP ALLEY, Hongkong whose life blood we are told is the sea, has no distinctive thoroughfare redolent of the sea. It has a Broker's Alley, whilst in "China Town" there is an alley devoted to piece goods. But no Sea Alley. "In every seaport, great or small," says Miss Fox Smith who has written a book called "Sailor Town Days" there is Ship Alley: the street that leads to the sea. It is a street of many names, and can be sordid or beautiful.

It may be a gloomy canon between high and cliff-like warehouses, with projecting cranes dangling heavy bales over the passer's head, and an occasional narrow opening through which you catch an occasional glimpse of a barge sailing lazily by, or a bustling tug, or the stained funnel of a steamer. Or a street of tall Georgian houses with peeling stucco and blistered doors, and the words "Seamen's Lodging House" here and there over a cracked and grimy faience. It leads interminably slimy, and foul when it rains, gritty with coal dust in dry weather—between endless rows of small shabby dwellings and dingy shops on the one hand, and on the other a dreary network of railway sidings and forlorn bits of tidal creek, and derelict cinderly cabbages patches that look as if a gasometer had at some time tried its hand at gardening and given it up as a bad job. It straggles along the shore of a famous west country harbour of the olden time, where artists of the Cornish school paint their pictures in the sail lofts and rigging lofts which remember the old days when a hundred windjammers were driven by stress of weather to anchorage in the Roads. It takes sudden plunges into the blue channel between huddles of odd-shaped cottages, clinging, like barnacles, to the hull of a ship, to the steep sides of the hill, where ling is drying in the sun and nets festoon the walls like some kind of queer leafless growth. It goes between stately houses of forgotten merchant princes... by forsaken wharves where grass grows between the cobbles, and the wind pipes mournful ditties in the empty sheds, and all its ships are the ghosts of ships. And whenever and wherever you shall find it, it is the street of romance.

A Home paper recently instituted an interesting competition. Readers were asked to submit letters of congratulation to a gentleman who has just been acquitted on a charge of murder. Here are two of the winning letters:—

A letter of congratulation from a young lady of fifteen or sixteen to a gentleman who has just been acquitted on a charge of murder.

St. Kathleen's College, Eghill. Dear Mr. Puckeridge,

I hope you won't think it too awfully thick of me to write to you like this, but you see Hilda and I—Hilda's my friend—have been tremendously thrilled about your trial and we were so glad to see in today's paper that you had got off. It must be fate, fully exciting to be in any thing like that, I should think—to become really famous, I mean. Of course, Hilda and I thought all along you would get off. And Mr. Pratt—he's the gardener here—said that the man who defended you could get anybody off.

I am really writing to ask you if you will sign your name in my Autograph Book. You will see that I have got all sorts of famous people including Owen Nares, Lloyd George, and the Cambridge Rugger captain. Please write on a pink page as I am going to keep that colour for people like you. And will you kindly return the book to Eghill Post Office, as old Crow—the Head-sometimes opens our parcels and there'd be a fearful row if it leaked out I'd written to a murderer! She's so stupid and old-fashioned. Yours admirably, OLIVE WALTERS.

P.S.: By the way—in strictest confidence, of course—did you really do it or not? Hilda and I have got a bet on about it, and we should like to know. We know how to keep a secret.

3 bakers court, Hoxton. Dere Enery,—So the ole Bank as let yer off arter all at the leads. Erizes i saw all about the Trile in the evenin noos last night, wot er stroke of luck for yer gawd Blimey ses i to the mases wen i fust red about yore Kase in the noos of the World one sunday mornin in numbers up ses i its the Rope for ole enery this time or write i ses but that was erfor i red all the Details of the Kase, the mases alwis sed as ow yer was Inercent but i noo better yer carnt Kid me Enery. wot ar yer agoin to do now yer out i suppose we shell be seen yer down Hoxton way one day leads will be no place for yer arter this little job yore sincere Friend JOE SMITH.

Members of the Overseas Club should be very proud in size, and well got up; whilst its articles as always are of great interest. Above all it is eminently sane, standing for a patriotism that men and women. The issue for April just to hand bears out all that has been said about it.

In the course of BREAKING the tidy wife, exacerated by her literary husband's habit of throwing discarded papers about the floor of his room, went out and bought him a waste-paper basket. A few days later she penetrated into his den and found the floor covered with the usual balls of paper. Beside his chair was the waste-paper basket, and carefully deposited therein were a number of cleanly typed sheets. "What on earth are you doing with your script?" she demanded. "Oh," he explained, mildly; "They're going to an editor to-morrow, and I'm just breaking them in, poor things!"

By the time Prince George has completed SAILOR his holiday in the SUITS. Mediterranean and has travelled out to China, a change will have taken place in the command of the station, and his Royal Highness will have as his chief an officer who remembers him as a boy in another kind of sailor suit. This is Rear-Admiral David M. Anderson, who is succeeding Vice-Admiral Allan F. Everett in the Far East. He has fought African natives and Germans under conditions which the novelist would describe as "romantic." At one time he was commander of the Royal Yacht.

Perhaps the philosopher TOO MANY SOPHIC OBSERVER OF PUFFS? Life will not be very surprised to hear it said that women are smoking less. Probably the truth is that, when the right of woman to the cigarette was a little in doubt, every woman who wanted to be considered modern, felt that she must make a parade of smoking at all costs. Now that it is more or less a matter of course, and no one pretends to be shocked, those many women who never readily enjoyed smoking have been able to drop it. The fact is that few women knew how to smoke and talk, and fewer cared to smoke in silence.

For a variant to the usual run of schoolboy "howlers," or to pidgin English, the world is indebted to the Chicago Board of Education which has caused a classical essay to be immortalised in type. It is about frogs, and was written by a young Norwegian. "What a wonderful bird the frog are! When he stand, he sit almost. When he hop, he fly almost. He ain't got no sense hardly. He ain't got no tail hardly either. When he sit, on what he ain't got almost." This smells strongly of fish. It seems a variant of the essay on the Horse: "The horse is a fourfooted animal, but when it is angry it will not do so."

She (after the quarrel): "Please return all my letters." He (an editor): "Did you enclose stamped envelopes?" Passing Show, London.



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CRUISES IN THE PACIFIC. UNITED STATES' NAVAL MIGHT. WHAT OF BRITAIN?

Unheeded Question About Docking Facilities.

America is sending a large battle fleet to visit Australian waters this year. What of Britain?

ADMIRAL'S QUERIES.

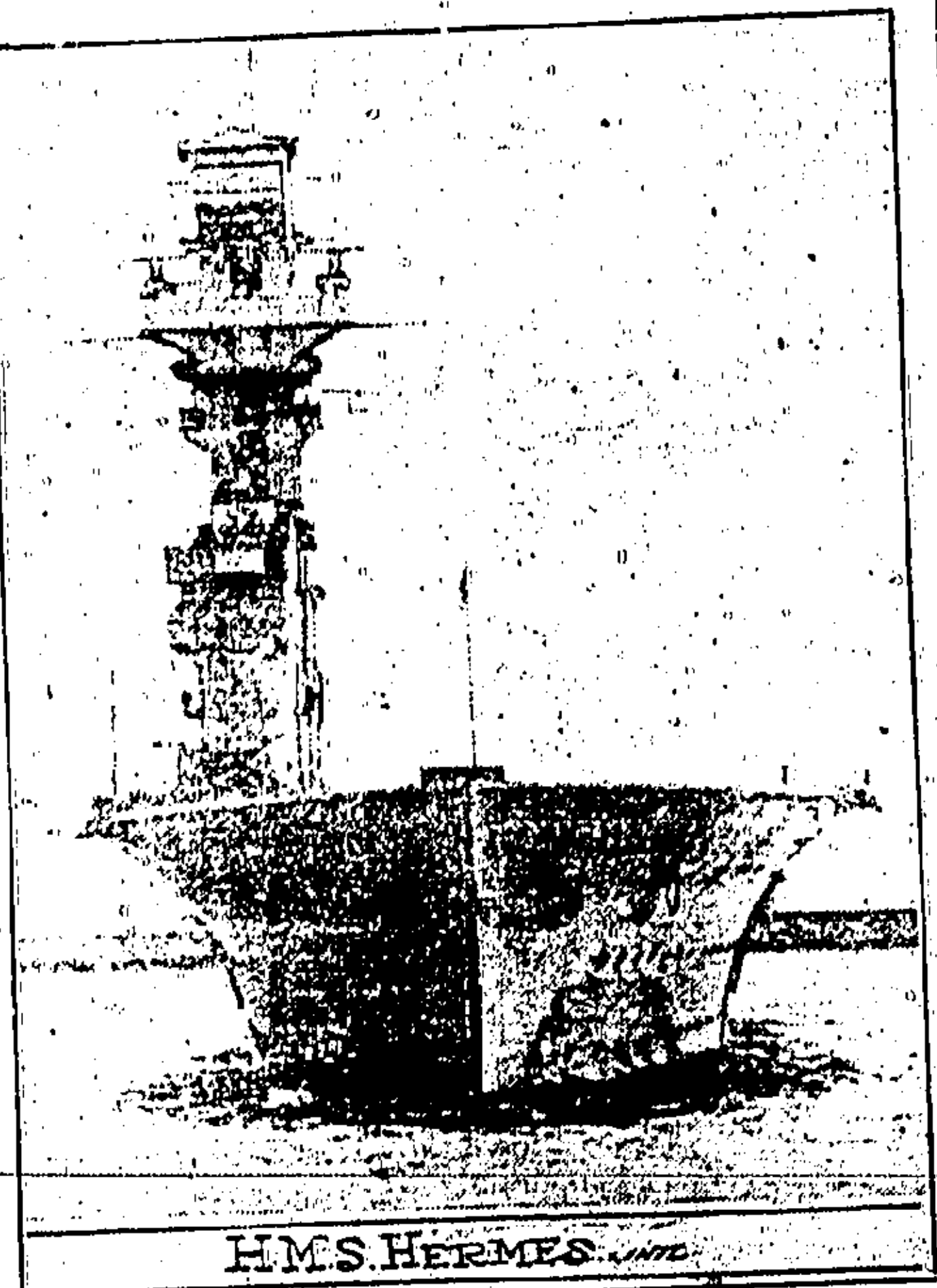
(*Reuter's Service.*)

London, May 13. In the House of Commons, Rear Admiral Beamin asked for particulars of the forthcoming cruise of the American battleship squadron to Australia. He also asked

whether in any way connected with the lack of docking and refitting facilities in the Pacific.

The question was not answered. Sir Harry Brittain (Conservative) suggested further visits of smaller sections of the Navy to certain dominions and colonies in the near future.

Mr. Bridgeman replied that the



One of Britain's aeroplane carriers.

whether, in view of the importance of Imperial interests in the Pacific, a cruise of those waters in the near future could be arranged for a British squadron including battleships and an aircraft carrier.

The First Lord of the Admiralty, Mr. W. C. Bridgeman, replied that the United States squadron would consist of eleven battleships, six cruisers, twenty-eight destroyers and a number of fleet auxiliaries.

It was not proposed to arrange a new Imperial cruise in view of the Special Service Squadron's cruise in 1924.

Rear Admiral Beamin asked if the decision not to send battleships

annual programme of cruises allowed practically all the Dominions and colonies to be visited at least once a year. Every consideration would be given to additional visits within the necessary limits of expenditure.

BACK TO GOLD.

LORDS PASS THIRD READING OF BILL.

(*Reuter's Service.*)

LONDON, May 13. The House of Lords passed the third reading of the Gold Standard Bill without discussion.

The House of Commons passed the third reading of the Gold Standard Bill without division on May 5. Mr. Philip Snowden, Chancellor of the Exchequer in the Labour Cabinet, moved a Labour amendment earlier in the debate refusing to assent to the Bill, which, he said, by providing for return to the gold standard with undue precipitancy might aggravate the existing grave conditions of unemployment and trade depression. Mr. Snowden emphasised that he did not oppose the return to the gold standard, but he protested against the Government's precipitancy. The amendment was defeated.

WHEAT GAMBLE.

EFFORTS TO PREVENT RECURRENCE.

(*Reuter's American Service.*)

WASHINGTON, May 13. Mr. Jardine, Secretary of Agriculture, promises to institute prosecutions with the object of preventing a recurrence of the recent wheat speculation, though he admits sufficient proof for conviction has not been obtained up to the present.

TRAIN SMASH.

SEVEN PEOPLE KILLED.

(*Reuter's Service.*)

MOSCOW, May 13. Seven people were killed and 17 injured sixty miles from Moscow in an accident to a passenger train proceeding to Sebel.

London, May 13. In consequence of the rise in the price of rubber, tyre manufacturers are increasing their prices ten per cent. — *Reuter.*

Sofia, May 13. In addition to the sentences already reported, seven persons have been sentenced in connection with the bomb outrage at the Cathedral, including Friedmann (fined half a million leva), Zagorani (quarter million leva), Darkov (30,000 leva) and Kambourov (20,000 leva). — *Reuter.*

FAST FIELD.

NORTHERN SIBERIA'S FUTURE.

PROPOSED RAILWAY.

HOW BRITAIN CAN HELP RUSSIA.

(*Reuter's Service.*)

LONDON, May 13.

In conversation with Sir Charles Stewart, Chairman of the Anglo-Russian Conciliation Association, M. Rakovsky referred to the Soviet's intention as soon as possible to proceed with the construction across North Siberia of a railway 6,000 miles in length to traverse the vast unexploited areas in connection with which Russia will need Britain's help.

He said that immense opportunities in Siberia had been allowed to remain undeveloped by the spathy and indifference and hopelessly non-constructive policy of previous Russian Governments.

Sir Charles Stewart expressed his belief in Russia's fundamental honesty and straightforwardness. Everything depended on the restoration of her credit and commercial good name.

PRINCE'S TOUR.

WONDERFUL RECEPTIONS EVERYWHERE.

VISIT TO A FARM.

(*Reuter's Service.*)

PORT ELIZABETH, May 13. Every successive town visited by the Prince of Wales vies with its predecessor in the warmth of its royal welcome.

The Prince arrived here to-day after a few days' recuperation at Sir Abe Bailey's farm at Colesberg. He received wonderful receptions along the route which was lavishly decorated and lined by troops, a guard of honour and innumerable spectators, amongst whom children were very prominent.

AMERICA'S FINANCES.

(*Reuter's American Service.*)

Washington, May 13.

"The United States is now the world's greatest investor" declares Mr. Hoover, Secretary of Com-



Mr. Herbert B. Hoover.

merce, in the annual report of the Commerce Department, showing the result of foreign trade and financial exchanges during 1924.

The total American investments abroad increased by \$1,000,000,000 to over \$9,000,000,000. The cost of bootlegged foreign liquors is estimated at \$30,000,000. The increase of deposit of foreigners in American banks at \$216,000,000. Remittances of immigrants homeward at \$330,000,000. American missionary and charitable expenditure abroad at \$455,000,000.

The United States in 1924 established a credit total of \$35,970,000,000 for goods and services rendered abroad while foreigners earned credits amounting to \$36,182,000,000 in America, including a credit arising from Americans lending to foreign borrowers. The difference is largely accounted for by \$216,000,000 left on deposit in banks by foreign borrowers and traders against future drafts.

Mr. Hoover says that the United States' position in international finance is stronger than ever. As regards imports and export goods the report shows that the United States had a favourable commodity trade balance of \$970,000,000 that year while the United States imported \$258,000,000 more gold than she exported and exported \$336,000,000 more silver than she imported.

Shanghai, May 13. — The Consul-General yesterday pointed out to the admiral that owing to the gravity of the offence it was impossible then to accept the apology, but that he must first be satisfied that the guilty officer had been adequately punished. The question of compensation must wait to be fixed later. — *Reuter.*

GIRLS FOR SALE.

ARCHBISHOP'S "STARTLING REVELATIONS."

CHINESE SLAVERY.

Urgent Work For The League of Nations.

Slavery in the Far East was the subject of a lengthy debate in the House of Lords yesterday.

DEBATE IN LORDS.

(*Reuter's Service.*)

London, May 12. In the House of Lords, in the course of a lengthy debate on slavery initiated by Mr. Noel Dux-on, who drew attention to the slavery in Africa and the Far East, the Archbishop of Canterbury said that the revelations regarding Chinese slavery were most startling. An eminent Chinese had told him there was not the slightest difficulty anywhere in buying girls. Even in Shanghai within the European

zone of influence slavery was rife. The Archbishop of Canterbury added that it was high time the League of Nations was at work. REFUGEE PROBLEM.

Geneva, May 12.

The yearly report of the International Labour Office says that except for the small states, the only



FLIGHT TO JAVA.

SUCCESS WELCOMED BY BRITAIN.

(*Reuter's Service.*)

LONDON, May 12.

The airman, Van der Hoop, lecturing before the Royal Society of Arts on the subject of his recent flight to Java, referred to the earlier difficulties of the organisation. He thanked the British authorities, notably the Air Force, for their useful help and hospitality.

Sir John Sykes, who presided, said that the success of the flight was not more welcome to Holland than to Britain, the air bringing the nations together.

The Queen of the Netherlands on April 20, bestowed the silver medal of honour of the Orders of the House of Orange for energy and courage on the airman Van der Hoop, Poelman, and Van der Broeke in recognition of their flight to Java.

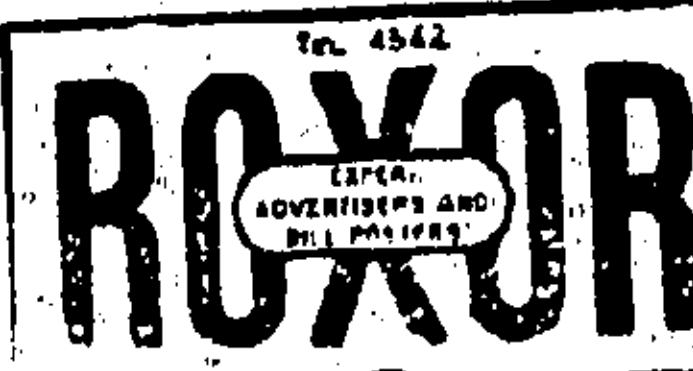
SOVIET CONGRESS.

OVER TWO THOUSAND DELEGATES.

MOSCOW, May 13.

Over two thousand delegates are attending the Soviet congress including the full presidium of seventy-five members, among them Kalinin, Kamenev, Stalin, Rykov, Zinoviev, Trotsky and Frunze.

Several Hongkong merchants are to attend the National Foreign Trade Convention which is to be held at Seattle on June 24, 25 and 26. They will leave by the President Madison. The Chinese Chamber of Commerce has not yet decided whether it will be officially represented. The Trade Convention is the first yet held to which foreign delegates have been invited, cordial invitations having, in fact, been broadcast all over the world, special attention having been given to securing if possible representation of places having business connections with America.



ANOTHER TERRIBLE JAPANESE FIRE.



Tokyo, May 13.

Fire destroyed 3,000 buildings at Kumagae, this morning, including the station, the Commercial College, Silk Factory and Town Hall. Casualties, including deaths, are reported but the numbers are not yet known. — *Reuter.*

Our photograph shows Nippori, a suburb of Tokyo, which suffered a disastrous fire on March 18, the homes of more than 1,800 working men being destroyed. The pictures shows the fire while it was at its height.

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Hongkong.

CORRESPONDENCE.

Hongkong Education.

(To the Editor of the China Mail.)

Sir,—A correspondent in your paper last week expressed the wish to hear my views with regard to the discussion concerning the superiority of those teachers possessing a Diploma in Education.

The question arose from a Board of Education discussion concerning an Oxford Honours Graduate recently appointed to this Colony.

My view, if you wish to have it, is as follows:—

(1) No person, even of the highest mental and physical attainments, cannot become a more efficient teacher by means of a good Teachers' Training Course. Likewise there is none of the rest whose utility and harmlessness might not be mitigated by such an experience. Many Teachers' Colleges in England and elsewhere are good. Many are bad. The former class rely mainly on modern psychology, the latter mainly on "methods."

(2) An Oxford Honours Graduate, with or without a teaching certificate, is as likely (because he has a well-trained and cultured mind) to prove a good teacher as a graduate of some minor University who also possesses a diploma. Neglect of this fact is responsible for much that is at fault in British Colonial Education.

(3) The idea of "teaching" popularly held which lies behind such a discussion as this, is fundamentally wrong. The good teacher is a person of wide interests, great sympathy and resource, and deep knowledge of the most recent psychological developments. His vocation is to understand and encourage his pupils, and to release their individual faculties, so that they may teach themselves, and be fully creative, separately and socially.

The Director of Education, with whom in most matters I am in full agreement, stated that a man who is well qualified to teach in England is not necessarily well qualified to teach Chinese pupils. This is, I consider, a wrong view to hold. A good teacher is a good teacher, even if he knows nothing of the subject he is teaching. The bad teachers are those who, by the assistance of "methods" or in the light of their own so-called intelligence, take pride in reducing their pupils to a morbid condition of passive acceptance, pretended docility, and imitative ineptitude. These men take pride in "hammering their points" into the weary and distrustful heads of pupils whose intelligence and originality are laboriously and conscientiously murdered in the name of Education, but with the real object of securing a worthless and soon-forgotten proficiency in Examination subjects.

Such men are the majority in the teaching profession everywhere to-day. They act happily in contravention of every law of science, reason and sanity. They put the "subject" before the pupil, with the worst possible results for both. (The most appropriate coat of arms for most schools of to-day would be a small and weary horse preceded by a large cart.)

Get the man with the sympathetic mind, the creative instinct, the psychological understanding, and the humble attitude; if he is a man of culture, so much the better. Don't worry how he came to be what he is. He'll help to leaven this very lumpy lump.

Yours, etc.,

JOHN W. N. SMITH,

Professor of Education,

Hongkong University.

Hongkong, May 12.

(To the Editor of the China Mail.)

Sir,—Is "Interested" really interested? He says it is dangerous to generalise. I fail to see any specialisation in his letter. I am rather afraid he does not know what he is talking about.

Some reference was made to the local University. Perhaps "Interested" is one of those who would do all they could to pounce upon honours men from this institution of ours, and do all that is in their power to turn them from the career for which they were prepared. Of course, I refer to the engineering graduates, for they are the only fortunate (?) ones who are given the opportunity of taking honours. Sir, the engineering graduate, be he an honours man or merely a pass man, is no more fitted for teaching than a small boy is for the study of ten, who can hardly express himself in the King's English.

I may be going a bit beyond the limits of the discussion, but this is the first case that comes to my mind, and I cannot help setting it down.

Honours men are all very well, but remember that they could just as well have taken a course in education during their University career if they really intended to enter the teaching profession.

I should very much like to know on what grounds, if any, "Interested" bases his statements, sans generalisations, sans specialisation.

Yours, etc.,

Hongkong, May 13.

Daylight Saving.

(To the Editor of the China Mail.)

Sir,—I have had it put to me, since the arguments for the institution of a daylight saving scheme were revived in your columns, that we as a Colony do not work by the clock but as the ships and jobs turn up. As one who has had some little experience in businesses which would be most affected I hold that even an hour's difference between this and other neighbouring ports would not make enough difference in market conditions to outweigh the advantages but there could surely be little objection to half an hour's change. This would have very little effect on the markets in neighbouring ports and would as a matter of fact, be of advantage as regards business done with Britain in that cables despatched from here at 5 or 6 o'clock often do not arrive at present in time for them to be replied to the same day.

This half an hour would make all the difference in making it worth while to participate in outdoor recreation instead of the present regrettable practice followed by many of us, in lieu of a better, of drifting into billiard rooms and bars and participating in other indoor pastimes I think it would be in the interests of the Colony for such a scheme to be introduced.

Yours, etc.,

HONGKONG, MAY 13.

ANOTHER OVERWORKED.

(To the Editor of the China Mail.)

Sir,—You have overlooked the fact that a daylight saving enactment would be prejudicial to the health, certainly to the comfort, of the European (at any rate) children of the Colony. The summer months "surely" bear hardly enough on them at present without anything being added to the worries of those who have their welfare at heart.

A child at present goes out for exercise in the afternoon as soon as it is cool enough (in the summer about 4.45 or 5 p.m.) and it is difficult enough to get in their exercise, evening meal, etc., before 7.30 without another hour being knocked off. And a child ought to go to bed at that time to get the amount of rest necessary. Again, it is surely too much to expect a child to remain in bed in the morning to make up for losing one at night if the whole household were up and about.

There is yet another way of looking at it from the point of view of the child, and that is that at present it can derive benefit from bathing which perforce have to be regulated by the sun. With the hours as they are at present they can return before bed-time but they certainly would not if a scheme such as you advocate was put in operation. And from bathing most children derive real benefit in a climate such as ours.

Personally I am all against a daylight saving scheme.

Yours, etc.,

HONGKONG, MAY 13.

A MOTHER.

(To the Editor of the China Mail.)

Sir,—I wish to register my entire agreement with "Safety First." It cannot be contested that Lee House Street (Alligators' Alleyway) is very narrow and during business hours is completely congested and a protest cannot be said to be out of place.

First, there are the share brokers who congregate between the hours of ten in the morning and five in the afternoon and they constitute an obstruction. Why can't these merchants do their business in their own offices instead of using a public thoroughfare to hold their meetings and perhaps canvass for business?

"Safety First" has told us what the Law on the subject is, and it is up to the Police to see that the law is upheld. Secondly, there are the rickshaws and chairs on either side of the street.

Thirdly, there are the exchange brokers who sit on the sidewalk in either two or three cooled rickshaws taking up more than half the street. In passing, I may say that these brokers, on the whole, think, consider, that the whole street, and indeed the whole of the colony, belong to them, for apparently they are regardless of

75 YEAR LEASES.

GOVERNMENT'S POLICY ANNOUNCED.

HON. MR. BIRD'S QUERY.

At the Legislative Council today, the Hon. Mr. H. W. Bird asked, pursuant to notice:—

Whether, in view of the fact that many Crown Leases (particularly in Kowloon) which are for 75 years only, with no right of renewal, are now rapidly running out and have either already reached or soon will reach a point at which they can no longer be satisfactorily dealt with either by sale or mortgage for the purpose of schemes of improvement or development which are not only desirable, but from a public point of view advantageous,—the Government will at an early date indicate its policy with regard to the terms on which it will be prepared to renew such leases either at or before the date of expiry?

The Colonial Secretary replied:—Except in cases where there is reason to anticipate that land will be required for a public purpose, it is proposed to grant to applicants a new lease for seventy-five years at the current rate of Crown rent for the particular locality, renewable for a further period of seventy-five years at a re-assessed Crown rent, subject to a guarantee that the land will be developed in a manner approved by the Government, and subject also to a renewal fine.

As regards the renewal fine, the Government will offer such terms to individual applicants as it may think fit, having regard to the circumstances of each case. The fine will be heavier in the case of land which has never been developed than it will be in the case of land which is fully built upon.

The intention is to secure the development of the land to the best possible advantage and at the same time to obtain for the Government an adequate consideration for its reversionary interest in the land under its present tenure.

LOCAL ENTERPRISE.

LAUNCH OF STEAMER BY W. S. BAILEY AND CO.

On Tuesday Messrs. W. S. Bailey and Co. Ltd., launched from their shipyard in Kowloon Bay the steamer Bataan.

The vessel is a Steel Twin Screw Steamer of 141 ft. in length, built to the order of Messrs. Teodoro R. Yanco of Manila and intended for the Ferry Service with cargo and passengers between Manila and Bataan where, with a speed of 12 knots the Bataan will replace two of the existing and slower vessels.

There were present at the launch Mr. Pio V. Corpus representing the owners, Jose Estrada, Arturo Corpus & Victoriano Corpus, also Messrs. Hall, Jack, Goodwin, Haslett, Dand, Fraser, Edwards, Ponsford, Ramsay, Mendham, Hyndman, Mr. and Mrs. Bailey and Misses Pereira and Pinto. The vessel, gaily decorated with flags, gracefully took the water amid the usual firing of crackers for "good joss," and the launching ceremony was performed in the time honoured manner by young master Arturo Corpus, photos being taken of the group.

The party then adjourned to the firm's office for light refreshments and the usual toasts. Mr. Bailey in proposing Success to the Bataan presenting young Mr. Corpus with a handsome wrist watch suitably inscribed as a memento of the occasion.

HOME MAIL.

The London letter mail of April 16, and parcels of April 8, via Suva arrived by the P. and O. steamer Kalyan this morning.

The mail comprised 308 bags and 106 bags parcels, delivery of which commenced from an early hour after arrival.

pedestrians, running for business, thus constituting a menace to other people who have legitimate use of the street. I may also mention that in this particular street there is an auction room and issuing therefrom from time to time masses of people who help to congest the street further.

It is to be hoped that the Police will take such action as they may deem fit to make this thoroughfare a little more convenient, so that the ordinary pedestrian would not have to dodge about to avoid injury. It is a matter for the Police and it is sincerely hoped that the O. S. P. will take the matter in hand.

Yours, etc.,

"MOON INCONVENIENCED."

HONGKONG, MAY 14.

SPORT CABLE.

ANOTHER RECORD.

MURCHISON'S SPEED IN MANILA.

(Courtesy of the Daily Bulletin.)

MANILA, May 13.—Loren Murchison ran 180 metres in 19.45 secs., which constitutes a new world's record; if the time by the Philippines Amateur Athletic Association is recognised [Murchison and Paddock made new records in Shanghai and passed through Hongkong last week, en route to Manila.]

"UNPARALLELED."

WHEEL CASE "MONUMENTAL RAMP."

NEPHEW'S ALLEGATIONS.

Explaining the position of his client in the "Million Dollar Will Case" this morning Mr. P. O. Jenkins suggested that the true interpretation of what had been said when the defendant (former Civil Governor of Kwangtung) handed over Hongkong and Shanghai Bank shares to the plaintiff was "you are entitled to \$10,000 under your grandfather's will; I have not that amount in cash, but I have the approximate equivalent in scrip of my own."

The plaintiff is the defendant's nephew and it is his case that the defendant, grandfather whose property is in question left estate in Hongkong which the defendant has in his own name. The evidence given as to what had been said when the defendant in handing the scrip over used the words "this is your grandfather's property."

Mr. Jenkins subjected the plaintiff to still further cross-examination this morning in the course of which the plaintiff stated that it was his case that there had been a division of property between the defendant and another brother of deceased in 1913 under which he thought they got about half each, whereas he (plaintiff) was entitled to two shares in the estate.

Mr. Jenkins in the course of this morning's hearing termed the case as "unparalleled" and alleged it was nothing but a "monumental ramp" in which the plaintiff did not stand alone.

Fifteen petitions of bankruptcy were filed last year, five being creditors' petitions and ten debtors' petitions. The number of receiving orders made was five.

"Satisfactory progress has been made" in the new Fire Station building by the contractors, Messrs. Trollope and Colls (Far East) Ltd., says the latest quarterly report laid before the Legislative Council this afternoon.

Peking, May 13.—Pao Kuai-ching, Tapan of the Chinese Eastern Railway, has arrived in order to assist in the preparations for the Sino-Russian Conference. —Courtesy of the Daily Bulletin.

The total amount of fees collected by the Land Office by stamps, exclusive of the New Territories, last year was \$101,598.25 being \$20,017.75 less than the previous year. Land registration fees in the New Territories amounted to \$8,980.00 and crown lease fees to \$170.

Peking, May 13.—The vernacular papers state that Yang Sen has gained much ground in Szechuan as the result of the recent fighting, and that he intends to besiege Chungking, the headquarters of his chief rival, Tang Shi-ho, the Civil Governor. Meanwhile, Yuan Tsu-min and Liu Wen-hui are stated to be proceeding from the South along the river to Tang Shi-ho's assistance. —(Courtesy of the Daily Bulletin.)

STEAMER MOVEMENTS.

The P. & O. s.s. "Sardinia" left Shanghai for this port on May 12 at 6 p.m. and is due here tomorrow at about 6 p.m.

The P. & O. s.s. "Sarpedon" from Liverpool via Hongkong, arrived on May 11 at 10 p.m. and is due here tomorrow at about 6 p.m.

The B. & N. s.s. "Ajax" for Genoa, Havre, Liverpool and Glasgow will be despatched at noon on May 16.

The G.P.S. s.s. "Empress of Asia" arrived at Yokohama on May 8 p.m. and is due here tomorrow at about 6 p.m.

The B. & N. s.s. "Yamato" from Yokohama arrived at this port on May 12 at 10 p.m. and is due here tomorrow at about 6 p.m.

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LOCAL & GENERAL.

The fees collected in respect of "China" companies last year amounted to \$112,759.93, and those in respect of other companies to \$22,012.70.

There were no dealings last year in land belonging to the War Department which necessitated any record in the annual report of the Land Office.

The total sum collected during 1924 by the Supreme Court by way of fees and commission amounted to \$89,624.99 as against \$69,955.20 in the previous year.

Deposits of the total value of \$3,700,000.00 have been made by Insurance Companies under the Fire and Marine Insurance Companies Deposit Ordinance, 1917.

The Director of the Royal Observatory states in his annual report that the Marvin compensated syphon barometer has worked satisfactorily.

The debts and damages recovered by the Supreme Court last year amounted to \$1,432,883.86 as against \$1,550,435.35. The fees collected amounted to \$14,642.95 as against \$12,166.40 in 1923.

The Hongkong Post Office has participated in the United States Trans-Continental Air Mail Service since November 19. The volume of correspondence transmitted by this service is, however, insignificant.

The number of radio-telegrams forwarded last year was 11,270 consisting of 107,771 words against 3,469 with 40,440 words in 1923, and 12,628 were received consisting of 142,325 words as against 8,666 with 98,284 words in 1923.

That the top storey level of the new Saiyungpin School has been reached, and that satisfactory progress has been made during the past three months, is the gist of a report, dated April 14, placed before the Legislative Council at this afternoon's meeting.

The total revenue from the Hongkong Postal Service in 1924 amounted to \$75,928.25 an increase on the previous year of \$40,888.23. The expenditure for 1924 amounted to \$299,568.00 which includes transit payments to Japan for the years 1920, 1921, 1922 and 1923.

The number of Trust Estates in the hands of the Official Trustee at the end of 1923 was 20 with Trust Funds amounting to \$83,718.12. In 1923 it was \$15,727.45. Three trusts were wound up during the year. Six new trusts were opened. The amount of commission collected was \$388.05 as against \$68.82 in 1923.

The Director of the Royal Observatory mentions in his annual report that Flying Officers Martin and Isaacs of H.M.S. Pegasus visited the Observatory on December 1 and 2 and kindly furnished copies of temperature observations made during four flights over Hongkong.

The number of mail receipts of Hongkong origin dispatched during 1924 was 39,574 as compared with 39,459 in 1923—an increase of 115. Receipts in transit which were handled numbered 144,541 as against 133,498 in 1923—an increase of 11,043. 5,338 steamers carrying mails arrived and 5,302 left, an increase of 540 and 538 over the previous year's figures.

The total Crown Rent shewn on the Roll of leased lands in Hongkong and Kowloon (excluding the Villages entered in the Village Rent Roll) amounted for the year ending December 25, 1924, to \$573,395.34 an increase of \$24,318.87 on the preceding year. The net increase of lots appearing on the Roll was 158. These increases are mainly due to the grant of a large number of new lots in New Kowloon.

The Director of the Peking Observatory very kindly promised to send twice daily to the Hongkong Observatory weather telegrams from Talying, Kalgan, Shanghai-Kwang and Newchang. They have since been received sporadically in batches. They would be an invaluable addition to the Chefoo observations if received in time for the Daily Weather Maps, remarks the annual report of the Director of the Royal Observatory.

The number of registered articles handled by the Post Office last year amounted to 851,973 as compared with 808,002 in 1923—an increase of 53,971. The figures for insured articles were 13,000 and 12,070 respectively—an increase of 1,836. Parcels, ordinary and insured, which were dealt with reached a total of 306,105 as against 217,869 in 1923—a decrease of 88,254. The decrease is attributed to various offices closing direct parcel mails to other administrations instead of sending through Hongkong.

LOCAL SPORT.

BETTER STILL.

YESTERDAY'S THRILLING TENNIS.

ROUSING EXHIBITION.

HONGKONG BEATEN BUT NOT DISGRACED.

To-day's matches, commencing at 1.15 p.m., on the H.K.C.C. stand court.

Howard O. Kinsey v. Captain O'Callaghan (best of three sets) followed by

Robert G. Kinsey and Harvey L. Snodgrass v. Ng Sze-kwong and Dr. R. E. Tottenham (best of five sets).

GLIMPSES OF REAL FORM.

Long before the exhibition matches were due to start yesterday, all the seats in the stand had been booked and the spectators on the ropes were standing six deep. Glimpses of what the Kinsey brothers can do in tennis doubles and Snodgrass's best at singles, and the splendid fight put up by Hongkong's representatives were the features of the best tennis seen here. Devotees of the game found quite a lot to learn. As one experienced player observed, combination in doubles play can be brought to a pitch hitherto unapproached here and when returning even a hot shot, the delivery must be made so that one either gets the advantage right away or loses the point in trying.

Robert Kinsey was still weak dealing with low shots, but the understanding between the brothers when one is to go up and the other to stay back, and the positions taken up in relation to one another—is worthy of the highest praise. In the last set when they were playing against time to finish off the match so as not to disappoint the crowd, they pulled out form far in ahead of what they had previously displayed. Howard demonstrated time and again the art of lobbing and the ingenuity of what appears to be just lifting the ball back when hard pressed. Often he lobbed when he had no need to be on the defensive but his strokes were such that the balls just went high enough to be out of reach for a smash and yet the curve was not too wide to drop beyond the base-line.

COMBINATION LESSON.

When serving, it was noticed that the Kinseys were always trying to monopolise the net. When they faced the server, Robert would make it his business to advance as soon as the opening was made and Howard would cover "up," either lobbing, smashing or sending back a drive to the side-lines with marvellous direction. Again when it suited them, they would both move up and it was very seldom that they were passed. Howard was just as brilliant as on Tuesday and Robert showed more confidence in volleying and smashing. Their service and placing were about the same as on the first day, Howard being easily the better and hardly ever losing a game on his service. Robert's deliveries varied in speed and Howard's in serve and direction.

Snodgrass again played a forceful game, his chops and occasional cuts—both forehand and backhand—possessing more power than some of the leading local player's killing shots. After playing his opponent out of position, Snodgrass would send over a chop which would just top the net and go no further, reminiscent of Ng Sze-kwong at his best, made with much less effort. Just as on the previous day, he was inclined to be erratic and except in the closing stages of the first set, could not have been anything like the real Snodgrass who ranks sixth in American singles.

O'CALLAGHAN'S DISPLAY.

Captain O'Callaghan again distinguished himself, putting all he knew into the game, now and then beating the Americans for speed, and often winning deserved applause for beautiful strokes. With-out considering the respective scores, a very good judge of the game remarked that he and Ng Sze-kwong were the strongest pair the Colony could put on a court to-day—better even than himself and Tottenham. Yesterday they appeared as a pair in public for the first time and they played with the understanding of an experienced combination although they lost in comparison with the redoubtable Americans. Ng Sze-kwong gave flashes of his brilliant self, shots of all sorts proving that he has lost none of his old skill but that he was in want of first-class practice. He gave of his best at the net. His backhand—apt to be a little wild—has gained in strength at the cost of his forehand.

HONDA IN SINGLES.

Taking Snodgrass to thirty games before he lost two sets, Honda showed up to advantage even if he gave the appearance of suffering from "nerves" when he played with confidence and strategy. He knew just how he could get his points and went about to score according to his tactics. That his cross-court forehand drive is more than useful is proved by the manner

in which he manoeuvred Snodgrass about and then took a point by driving as hard as he could into the right hand corner. Snodgrass was not out merely to return these shots; he attempted to drive back but was more often beaten than not. By placing to alternate corners, Honda often worked his way up to the net and then won by sound volleying and shots which might be described as "pulls" and "glances." Good as his backhand was, this was the vulnerable part in the present champion's game and in this respect he lost. Snodgrass was also much superior at service but Honda dealt with the American's deliveries by standing fairly close in and keeping his racket almost level with the ground, in line with his forearm. Forced to run a good deal, Honda sometimes got his own back by leaving Snodgrass standing.

All credit must be given to Honda for retaining the lead in the first set till the score read 7 games to 5 in his favour. He opened the service and each won alternately (while serving) till 7 all. Honda was content to wait for opportunities to send over his forehand drive. When he did get them over he remained on the offensive till the point was over and he generally won. Snodgrass exploited his hefty chop and with uncanny placing advanced to the net, but Honda was appalled for smartly passing his backhand. At least four of the games had gone to deuce and then Snodgrass made an extra effort, gave a glimpse of a game that he would play in tip top form and won the first set by 9 games to 7.

Keeping up the pace, Snodgrass took the first two games of the second set, in which the standard of play was a shade below that of the preceding set. Snodgrass lugged the ball about but Honda again exploited his forehand drive and levelled up 2 all, and then 3 all. Biding his time and with Snodgrass careless, Honda crept up to 4 all but he did not quite deserve both games. With the visitor taking the lead, the score went to 5 all and then 6-6. Snodgrass served three "doubles" in the twelfth game 6 all but he was not to be denied and won 8-6.

SPECTATORS EXCITED. Honours were about even in the rousing rallies and volleying duels in the doubles match which, as is always the case, provided the excitement, and yesterday's was full of thrills all through. Now and then even the spectators could not restrain themselves, breaking out in applause before a point had been finished. Subdued cries of "Oh!" could be heard when a winning shot dropped just outside the court.

Howard Kinsey was the best man on the court. Had O'Callaghan not suffered from momentary lapses he would have stood out well in comparison with his bespectacled opponent. Ng Sze-kwong was not at his very best but he rose to the occasion when a special effort was called for and proved a worthy partner against formidable opposition.

Hongkong led by a game to love. Howard won on his service, 1 all, and Hongkong, then led 3-1. Deuce was called in the fifth game and the score afterwards became 3 all. The seventh and eighth games provided some of the best tennis of the day. From 3-4 and 4-5 against them, the visitor went on to take the first set, 7-6, by winning three games in succession.

KINSEYS' BEAT CLOCK. Another struggle was seen in the early part of the second set. The Kinseys won the first three games but Hongkong took the next three by some brilliant play. In four of these six games, the score went to deuce showing how close the game was going. With the score 5-3 against them, Hongkong made another effort, winning both on Ng Sze-kwong's and Howard Kinsey's service and once more drew level, 5 all. From that stage onwards, the Kinseys asserted their superiority and Hongkong only took one more game but, our representatives were not in any way disgraced. The Americans, after winning the second set at 7-6, took two more games to lead 2-0 in the third set, one on Howard's tricky and stinging service, going to deuce. O'Callaghan served, and playing nicely with his Chinese partner at the net, reduced the deficit to 2-1. Thereafter, the brothers won four games easily, making the last set 8-1.

—Horsron.

SPORTS MEETING.

LUSITANO CLUB ON SATURDAY

On Saturday (May 16) the Lusitano Recreation Club is holding its eighteenth athletic meeting on the Hongkong Football Club ground, Happy Valley, commencing at 12.30 p.m. An open event—220 yards championship—is on the programme.

PIRATE MENACE. INTER-DEPARTMENTAL REPORT. FULL TEXT.

Recommendations Regarding Insurance.

The full text is now available of the report of an important inter-departmental conference on Piracy held at Home, and, as indicated in the "China Mail," the result of the deliberations is that recommendations are made for the obligatory carrying of wireless and compulsory insurance by the owners of officers in respect of all ships subject to the Piracy Regulations.

This is the report which would have been considered by the Piracy Commission if the Mercantile Marine Officers' Association and the Chambers of Commerce had not withdrawn and drawn up their own report independent of the Government and other representatives. (The point in dispute was the Hongkong Government's ruling that nothing beyond measures for the internal protection of ships could be discussed.)

The Hongkong Government were represented on the inter-departmental conference referred to by the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E., the full representation being as follows:—Sir Gilbert E. A. Grindle, K.C.M.G., C.B. (Chairman of the Colonial Office, Mr. S. P. Waterhouse, C.B.E., of the Foreign Office, Captain W. Tomkinson, C.B., M.V.O., R.N., and Commander E. R. Carson, R.N., of the Admiralty.

Following is the official report of their deliberations which is directed to the Colonial Secretary of the Home Government:—

THE GUILDS' REQUESTS.

Sir,—I. We were requested by your Predecessor to enquire into certain representations which had been made by The China Coast Officers' Guild and the Marine Engineers' Guild of China in regard to the measures adopted by the Governor of Hongkong for dealing with piracy in waters adjacent to the Colony.

2. These representations were the outcome of a series of piratical attacks which had been made on ships sailing between Hongkong and neighbouring Chinese ports.

3. The views of the Guilds were summarised in a series of resolutions passed at a combined meeting of members of the two Guilds held on the 3rd of February, 1924, and communicated to the Colonial Secretary, Hongkong, in a letter dated the 4th of February, 1924. The resolutions were:—

(1) That, in so far as piracy prevention is concerned, the Police Department be relieved from all duties in regard to sea-going and river steamers whilst outside the waters of the Colony and concentrate its attention to detecting and preventing the embarkation of unlawful persons and/or firearms, whilst these vessels are in Hongkong Harbour, unless some better method is devised.

(2) There shall be at once inaugurated a proper system of patrol in the Danger Zone.

(3) That all vessels subject to Piracy Regulations shall have wireless telegraphy installed and under the control of a competent operator signed on the Articles.

(4) That insurance be automatically effected for every Master, Officer and Engineer, whose duty takes him into the Danger Zone, the Premium for such insurance to be paid with the money at present paid as wages to the guards, in the event of their being removed from the vessels.

(5) That every case of piracy shall be the subject of enquiry at Harbour Office (as soon as possible after the outrage) with the Harbour Master as President of the Court, which should consist of active Mercantile Marine Officers of both departments, with the addition of one active Naval Officer.

(6) That a substantial reward be offered for information which leads to the arrest of any person implicated in any piratical attack.

(7) That a reward should be paid in all cases of seizure of arms and/or ammunition.

(8) That these Resolutions be at once presented to the Honourable the Colonial Secretary for the consideration of His Excellency the Officer Administering the Government, and a detailed reply requested in time to present to this meeting which stands adjourned till Sunday, 17th February, 1924, at the same time and place for the purpose of receiving such reply.

THE CONFERENCE'S VIEW.

4. We have held two meetings. At our first meeting held on the 17th of June, 1924, there was also present, besides the members of the Committee, Sir J. Jamieson (His Majesty's Consul-General, Canton) and representatives of the Treasury, the War Office, and the India Office. At our second meeting, held on the 10th of July,

that river steamer would always be safe from piratical attacks; and that such a system of patrols would in any case necessitate a very great expansion of the Naval Forces in Hongkong waters. We were further informed that, Naval establishments having been drastically cut down since the War, there are no longer available any vessels of the special type which would be required to operate in the winding creeks of the Delta, that they could only be provided at great cost, and that the building of the necessary vessels and the provision of crews would take a considerable time.

10. We are satisfied that the situation is not so serious as to justify our recommending any such expansion of the Naval forces in these waters.

11. It was suggested to us that the problem might be solved by the adoption of a convoy system, and we were informed that such a system had been brought into operation on certain runs. We agree that in special circumstances a system of this kind may be useful and desirable. We feel, however, that the general adoption of such a system could not fail to have a serious effect as a hindrance to trade, and that it could not remain in force for any considerable length of time without creating widespread dissatisfaction.

12. In the light of the foregoing considerations we are satisfied that in addition to co-operation with the local Chinese authorities and the maintenance of as efficient a system of patrols as is possible with the resources available to the Naval authorities, defensive measures on board the ships themselves are vitally necessary. We have accordingly given our careful consideration to such evidence as has been placed before us in regard to the efficiency of the measures prescribed in the Piracy Regulations in the light of the criticisms of these Regulations which have been formulated by the Guilds concerned.

13. Briefly the contentions of the Guilds were that the Captain Superintendent of Police is not a suitable person to exercise supervision of the anti-piracy arrangements, which duty should be taken over by the Naval authorities; that the Indian guards which ships are required to carry are not amenable to the authority of the masters of the ships and are useless for defence purposes; and the carrying of arms which may easily fall into the hands of the pirates is an added danger even if the desire to obtain them is not a direct incentive to piratical attacks; that the structural requirements prescribed by the Regulations are a hindrance to the working of the ships; that generally the chances of successfully resisting a surprise attack are so slight that if (as they are required to do by the regulations) the master and other certificated officers "Resist to the uttermost," they are faced by almost certain death; and that in view of the absence of adequate provision for their dependants, it is unreasonable not to allow them to exercise their discretion, as to the degree of resistance which should be offered.

14. We understand that in every case in which a piratical attack has been successful, it has been found that the Piracy Regulations, have, in some essential respects, been disregarded. We have also had cited to us instances of attacks which have failed.

15. In the light of these reports we are satisfied that if the grilles required by the regulations are properly constructed and kept closed the guards properly posted and disciplined, the passengers restricted to their proper quarters and the ships' officers properly armed, there is very little chance of their being taken by surprise and every chance of their being able to resist successfully any attacks which might be made. We are, moreover, convinced that the knowledge that all ships are in an efficient state of preparedness would act as a real deterrent to piratical attacks. This view is borne out by the fact (as we were informed) that the ships of the more reputable lines, by which the regulations are observed and good discipline enforced, have been immune from attack.

16. We therefore do not consider that a case has been made out for any radical revision of the existing regulations. We understand that, particularly in the case of old ships, full compliance with the structural requirements of the Regulations would entail considerable expense, to the owners and that accordingly the Hongkong Government has in the past allowed some latitude in cases where a strict enforcement of the regulations would appear to entail special hardship. We were informed, however, that the policy of the Government for some time past has been directed towards the more stringent enforcement of the regulations. We consider that this is the proper course to follow, and we recommend that the Hong-

Government should be invited to consider the desirability of announcing that full and strict compliance with the Regulations will universally be required after a certain definite period of time.

Indian Guards.

17. The guards employed are Indians, and we are informed that when it was decided to place guards in the ships, there was at first considerable difficulty in finding suitable men. The number of Indians in Hongkong is not large and the Government had to take such material as it could find. The men were inexperienced in their new duties, and it is hardly surprising that the conduct of some of them was open to criticism. The guards, many of whom are old soldiers, have now been formed into an organized unit under the control of the Captain Superintendent of Police, and an officer taken from the Indian Army has been detailed to superintend their training and discipline. We do not consider that the regulations regarding the carrying of these guards should be relaxed.

18. We consider, however, that there is force in the contention of the Guilds that it is not reasonable that the ships' officers should not in any circumstances be allowed to exercise their discretion as to the degree of resistance to be offered. It seems quite possible, for example, to envisage circumstances in which the obligation to resist "to the uttermost" might entail their certain death without securing the ship against the attack. We are assured by the gentlemen who were present at our second meeting that ships' officers would not contest that it is in general their duty to defend their ship. We accordingly recommend that the words "to the uttermost" should be deleted from Regulation No. 1. We were informed that this would meet the objections of the Guilds, on this head.

Discipline.

19. Regulation No. 3 requires that each certificated officer, whether on or off duty, shall carry on his person a revolver and 25 rounds of ammunition. It was urged upon us that it is unreasonable to insist on the application of this regulation to engineer officers when actually engaged in the heat and cramped space of the engine rooms. The representative of the Admiralty concurred in this view. We accordingly recommend that this regulation should be modified in such a way as to relieve the engineer officers of this obligation when actively engaged on their duties in the engine room.

20. We were much impressed by the statement made by the Naval Intelligence Officer before the Committee in connection with the Tai Lee Piracy. We consider that this statement has such a direct bearing on what we regard as the crux of the whole matter, viz., the maintenance of a proper state of discipline on ships plying in the Danger Zone, that we are justified in making the following quotations from it:

"The conditions under which officers were called upon to serve in these ships are such that the ordinary cleanliness, discipline and efficiency of a British ship cannot be maintained by them. The fact that they are on a 24 hours' agreement makes their position so insecure that many do not take any trouble to exercise command over their ships which are entirely in the hands of pilot, boatswain, and compradores."

"It is impossible to expect the conditions outlined above to attract men capable of carrying out the regulations, or by their personal influence of rendering their ships unpopular with pirates. At present the owners regard British Officers as a necessary evil which must be made to cost as little as possible, and they will not hesitate to dismiss a good man who does not fall in with their ideas, and put in place any one from the water front who will privately agree to take less wages than the Guild rate."

"Unless pay conditions and compensation are made attractive, good officers cannot be expected to stay in river steamers."

"Unless you have good officers in river steamers you will never get regulations carried out."

21. In commenting on this statement the Governor of Hongkong has written as follows:—"It should be understood that these remarks do not apply to the well-run European-controlled ships, whose immunity from attack by pirates is probably due to the knowledge that the regulations are properly complied with, by reason of piratical attacks, grants would be made by Government to the officer or his estate provided the Piracy Regulations have been properly observed. Our attention was, however, drawn to the following paragraph in the 'Gazette' Notification in which this scheme was announced:—

"This undertaking on the part of Government is not intended to relieve Shipping Companies of

their responsibilities in the matter of the insurance of their officers but is intended to supplement such arrangements as may be made by the Companies."

We are in complete agreement with the principle underlying this announcement. In our view the responsibility for making provision for the dependants of their officers should rest with the ship owners, and not with the Government. In the first instance therefore we consider that the Guilds should make every endeavour to induce the Companies to institute a system of insurance voluntarily. If, however, the ship owners are obdurate, we consider that the Hongkong Government should consider the question of making it obligatory on them either to insure their officers adequately or to defray the cost of an adequate Government scheme of insurance.

We have the honour to be, Sir, Your obedient servants,

A. G. M. FLETCHER,
E. R. CARSON,
S. P. WATERHOUSE,
G. GRINDLE,
W. TOMKINSON,
J. J. PASKIN (Secretary).

risk of piracy would be greatly lessened.

Wireless.

23. The fourth resolution was to the effect that all vessels subject to Piracy Regulations would have wireless telegraph apparatus installed, under the control of a competent operator signed on the Articles.

We not only agree that the chances of dealing successfully with any piratical attack would be greatly increased but we consider that the mere knowledge that ships were fitted with wireless apparatus and could summon help, would act as a very great deterrent to such attacks. We therefore gave this suggestion our very careful and sympathetic consideration.

24. We understand that its immediate adoption presents several difficulties. In the first place, we are informed, many of the river steamers (and in fact, one of the gunboats operating in these waters) are so cramped that it is difficult to find room on board for any wireless apparatus of greater power than (possibly) a small portable set. We understand that the range of such a set might vary between 20 and 100 miles according to the atmospheric conditions. Even such a set would, however, probably be sufficient for the purpose in view.

25. A greater difficulty lies in the cost of maintaining and providing accommodation for the necessary personnel. At present some of the gunboats carry only one wireless operator, whereas, if the suggestion were adopted, each river steamer would require to carry two, (and the gunboats four) wireless telegraph operators, in order to make possible a proper system of reliefs.

26. It was suggested to us that these difficulties would be greatly reduced if a semi-automatic form of apparatus, capable of being operated by one of the ship's officers could be installed. If semi-automatic transmitting and receiving apparatus were carried, it would probably be sufficient for one skilled operator only to be carried since it would not be necessary for him to keep continuous watch. We consider, however, that the mere emission of a distress signal unaccompanied by an indication of the position of the ship would not be sufficient. The objection that an automatic distress signal does not give a ship's position may be met by the reply that the approximate position of a ship on a regular run at any given time is readily ascertainable, but we consider it to be advisable that ships should be able to get into communication with each other.

27. We were informed by the representatives of the Mercantile Marine Department Board of Trade, that experiments with automatic wireless apparatus had given good results in this country, but that, at the time of our enquiry, it was not certain whether the apparatus would be successful under tropical conditions. In order to test this, a ship fitted with such apparatus was on its way to India and it was hoped that at no distant date, it would be known whether the apparatus could be regarded as sufficiently effective to be licensed by the Board of Trade.

28. We recommend therefore that the fitting of some form of wireless apparatus, and the carrying of trained operators should be made obligatory on all ships subject to the Piracy Regulations; and that as a corollary the Admiralty should be asked to consider that steps should be taken to render the Naval vessels patrolling the Danger Zone continuously able to receive distress calls from river steamers.

29. In view, however, of the information given to us as to the experiments with automatic wireless apparatus which were being conducted, we consider that the question of the type of apparatus to be prescribed should be deferred.

Insurance.

30. The fifth resolution refers to the lack of adequate provision for the dependants of officers who may be injured or lose their lives by reason of their resistance to piratical attacks. We recognize that this matter cannot fail to have an effect on the mind of an officer confronted with the necessity of deciding the degree of resistance to offer when attacked, and we are in entire sympathy with the views of the Guilds that proper provision should be made.

31. We are informed that the Hongkong Government had announced on the 25th of April, 1924, that in the event of the death or disablement of an officer on a ship on the Hongkong register, by reason of piratical attacks, grants would be made by Government to the officer or his estate provided the Piracy Regulations have been properly observed. Our attention was, however, drawn to the following paragraph in the 'Gazette' Notification in which this scheme was announced:—

"This undertaking on the part of Government is not intended to relieve Shipping Companies of

their responsibilities in the matter of the insurance of their officers but is intended to supplement such arrangements as may be made by the Companies."

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J. J. PASKIN (Secretary).

The revenue realised by the sale of postage stamps in Hongkong last year, the financial index of postal transactions, showed an increase of \$47,129.27 over the figures for 1923.

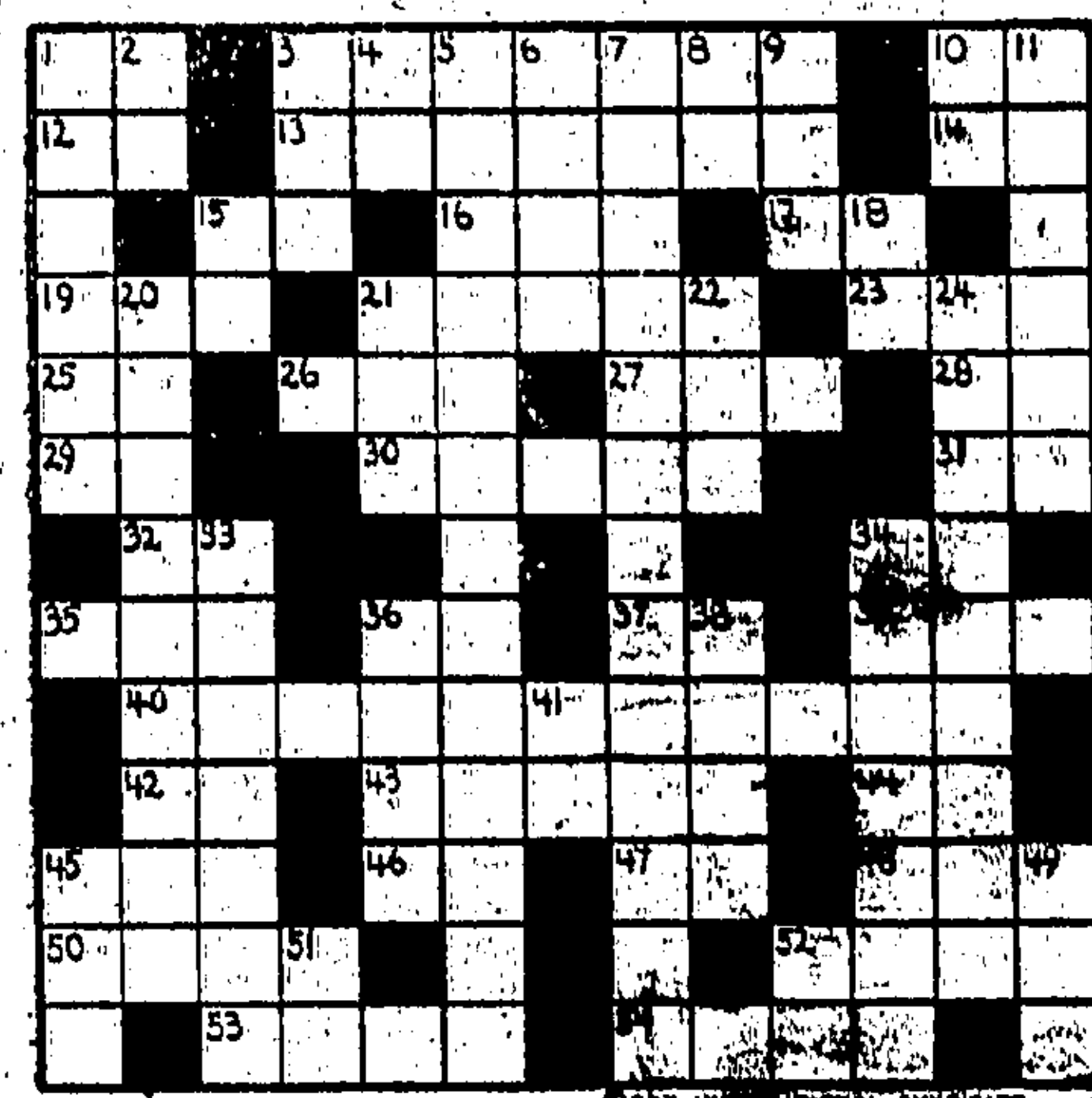
The revenue collected by the Postal Department last year from radio-telegrams amounted to \$69,495.41, an increase of \$23,383.17 on the amount collected in 1923. Advances of vessels signalled at the lighthouses yielded \$916.40, and semaphore messages \$11.65.

Some 3,243 actions were instituted in the Summary Court last year as against 1,913 in 1923. The claims amounted to \$607,532.27 as against \$355,439.12. In 1923, and the amounts recovered were \$387,290.98 as against \$227,916.62 in 1923. The number of civil claims warrants issued was 685, as against 500 in 1923. Of which \$22,791.72 were recovered, as against \$14,467.79 in 1923. The total collected amounted to \$3,054.99 as against \$1,083.00 in 1923.

The master of a grocery at Shanghai Street was fined \$25 for failing to have a tin of skimmed milk labelled in English and Chinese. The milk should not be given to children under one year.

CHINA MAIL'S CROSS-WORD PUZZLE.

(These cross-word puzzles have been made by experts but our readers are warned to watch out for occasional phonetic spellings, such as harbor, plow, and altho.)



SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES.

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they will turn to still others. A letter belongs in each white space, words starting at the numbered squares and reading either horizontally or vertically, or both.

HORIZONTAL

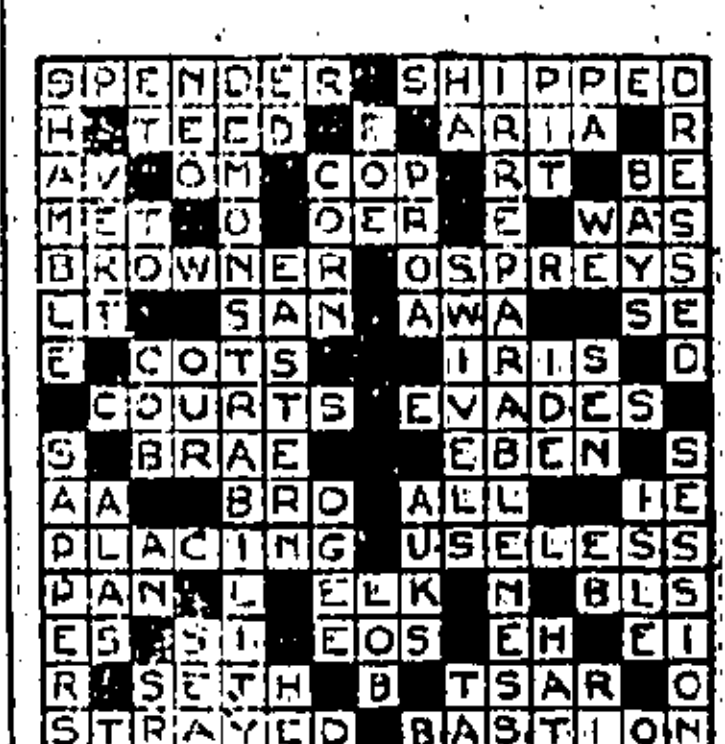
- 1—True
- 3—European country
- 10—Jumbled type
- 12—What
- 13—Remainder
- 14—Indefinite article
- 15—Abbr. for unit of weight
- 16—Baseball term
- 17—N. Central State of U. S. (abbr.)
- 19—What woman was made from
- 21—Enthusiasm
- 23—Alms
- 25—Creditor (abbr.)
- 26—Prefix meaning "three"
- 27—Slight bow
- 28—Upon
- 29—Personal pronoun
- 30—Legend
- 31—Lieutenant (abbr.)
- 32—Latin for "Take Notice" (abbr.)
- 34—Central America (abbr.)
- 35—Eastern State of U. S. (abbr.)
- 36—Former spelling of "Awe"
- 37—A parent
- 39—A unit
- 40—A famous movie actor
- 42—Pronoun
- 43—Nose made through the nose
- 44—No good (abbr.)
- 45—Perform
- 46—Bone
- 47—Ending to many plural nouns
- 48—Prefix meaning "three"
- 49—Outbuilding
- 52—A purple flower
- 53—Toward the bottom
- 54—Follow instructions

VERTICAL

- 1—Hunt
- 2—Ejaculation, evoked by surprise
- 4—A continent (abbr.)
- 6—Famous movie actress (recently married)
- 8—Praise
- 7—A famous movie actor
- 8—A southern State of U. S. (abbr.)
- 9—Lair
- 10—A parent
- 11—Alm
- 15—Unit of weight (abbr.)
- 18—What baby calls father
- 20—Famous movie actress
- 21—A limb
- 22—Fabulous bird
- 24—Famous movie actress
- 33—Sopped up
- 34—Rustic
- 36—Too
- 38—Deeds
- 41—Receiving office (abbr.)
- 46—Kind of tree
- 49—A doctrine or system
- 51—Accomplish
- 52—Latin for "That is" (abbr.)

(The solution of the above cross-word puzzle will appear in to-morrow's "China Mail" along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



(THE INTERNATIONAL VERBACLES)

OUT FROM HOME.

NEW STEAMER FOR C. N. CO.

S.S. "ANKING"

On Tuesday there arrived here a new vessel for the China Navigation Co., Ltd. in the s.s. Anking, for the Hongkong, Singapore, Swatow and Amoy run. Built at Greenock, the Anking came out here from Cardiff in 35 days at an average speed of 11.16 knots. In a measured, landed trial here she accomplished 13.74 knots. The dimensions are length 338 feet, breadth 40 and depth 23.9. Net tonnage 2,080, gross 3,494. Captain Plunkett Cole who formerly was the Kwangchow on the Swatow-Bangkok run is the master of the new vessel. The other officers are:—Mr. A. Dickenson, Chief Officer; Mr. L. W. Jones, Second Officer; Mr. R. K. Stott, Third Officer; Mr. H. Thompson, Chief Engineer; Mr. G. S. Arthur, Second Engineer; Mr. A. J. Duggan, Third Engineer; Mr. W. S. Smith, Fourth Engineer.

The Old Heungshan. It is expected that the salvaged s.s. Heungshan, now undergoing refitting at Shamshui after being overhauled in Taikow, will re-enter the Hongkong-Canton-Macotrade in July under the flag of the Yik Wing S.S. Co., which is said to have acquired wharfage rights at both ports.

The master of a grocery at Shanghai Street was fined \$25 for failing to have a tin of skimmed milk labelled in English and Chinese. The milk should not be given to children under one year.

WHY

there are more than a million Buicks

There would not be more than a million Buicks in active use to-day if Buick had not, through the years, produced a motor car of unvarying and superior quality. In every detail, every Buick is an example of how well a motor car can be built.

HONGKONG & KOWLOON TAXICAB CO., LTD.

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COLD STORAGE

is
the only real protection for your
heavy clothing, carpets, &c. during
the summer months.

REASONABLE RATES

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THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

KAIPING HOUSEHOLD COAL

In Lots of not
less than
1½-ton:-
Delivered to
Peak District
(above Bowen
Road), \$21.00
per ton.
Delivered to
Bowen Road
and Lower
Levels, \$20.00
per ton.
Delivered to
Kowloon,
\$19.00
per ton.



Orders should
be sent in writ-
ing at least 24
hours before the
Coal is
required.
All orders must
be accompanied
by Cash, Cheque, or
Compro Order, payable
to "The Kailan
Mining Administration."

THE KAILAN MINING ADMINISTRATION.

Head Office: "TIENTSIN"

DODWELL & CO., LTD., Agents, Hongkong.

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WITH

CARBO-LASTIC

For ROOFS and FOUNDATIONS.

AGENTS:-

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MACHINERY DEPARTMENT.

PIANOS for SALE or Hire

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Tel. C. 4648.

No. 8, Des Voeux Road Central.
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BLUE BIRD FEATHER JEWELLERY

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THE SIND SILK STORE.

CHINA BUILDING.

QUEEN'S ROAD CENTRAL.

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LAND & ESTATE AGENTS

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34, Queen's Road Central.

LOCAL AND GENERAL.

One case of small-pox and two of cerebro-spinal fever—all Chinese—were notified for the period ending Tuesday last.

The "Oversens" for April says:—We have concluded arrangements with Messrs. Thomas Cook and Son, as already announced, by which this great firm will take charge of the work of our travel bureau, and during the summer season, from the beginning of May till the end of September, will install in Vernon House one of their representatives who will be able to answer all and every enquiry on the spot, a privilege which we believe will be much appreciated by our Members.

Eight hours' "presence" aboard ship, whether a sailor does any work or not, will be counted as a full day in the French merchant marine under an order which has been promulgated and made effective since April 10. It was announced by the Under Secretary of State for Merchant Marine that the order had been approved by the State Council, which also invalidated previous regulations requiring twelve hours' "presence" as the equivalent of eight hours' work.

The Italian deputies are demanding that their salaries as members of Parliament should be increased from 15,000 to 18,000 lire a year. Benito Mussolini, the Premier, does not seem to favour the idea and is reported to have said that if it depended upon him he would not hesitate to abolish deputies' salaries altogether, as parliamentary mandates should be exercised without any monetary recompense. A delegation called upon Signor Mussolini to try to convince the Premier that the deputies' demands were only fair, but Signor Mussolini remains unchanged in his view. It is believed the question will be discussed at a secret meeting of the Chamber next session.

Silk forwarded from Hongkong by the Empress of Australia on April 17 arrived in New York (St. John's Park) on the 9th inst., having been 22 days in transit.

With a view to encouraging French-Canadian students, in obtaining personal contact with the provinces of the Dominion outside of Quebec, the University of Montreal, under the auspices of the Canadian Pacific Railway, has organized a trip across Canada to the Pacific Coast for next July.

It is probably a record for a radiocast transmission from Melbourne to Australia to be heard in England at 11 a.m. Ethelbert Reader (aged 14) of Rawtenstall in Lancashire has applied to the Radio Society to verify whether he heard correctly the call-sign of 3LO and a song item from a children's hour. If verified it will be a feather in the cap of young Reader's set.

A London cable of April 6 says:—The spectacle of judges using microscopes on the bench, in order to examine sections of human skin, was only one of the several unusual features in the hearing of the appeal of Norman Thorne, who has been sentenced to death for the murder of his fiancée, Elsie Cameron. During the trial last month the defence submitted slides containing sections of the skin taken from Miss Cameron's neck in support of the plea that she committed suicide by hanging. The plea was renewed to-day, counsel contending that there were indentations consistent with rope marks, with which Sir Bernard Spilsbury, the pathologist, emphatically disagreed. Another novel point was the defence's resort to a seldom used clause allowing contentious and scientific evidence to be referred to medical referees. The appeal is also based on the misdirection and nondirection of the jury. The court did not desire to hear Sir Henry Curtis-Bennett, K.C., who briefed for the Crown, and dismissed the appeal.

Reuter cables that M. de Pinedo arrived Calcutta on Tuesday and left for Akh yesterday.

The Evening Standard says that the Hilary term law sittings, which began on January 11, and have just terminated, were the most remarkable for twenty years. The Robinson and Dennistoun cases together accounted for costs which amounted to about £70,000 of which the latter case was responsible for about £40,000.

Great Britain has 1,242,000 motor vehicles, according to the latest figures announced by the Ministry of Transport, which states that during 1924 the gross receipts from motor taxation amounted to \$75,000,000. This number includes 474,000. This private cars, 441,000 motor-cycles, 210,000 commercial motors and 83,000 taxicabs and omnibuses.

A strong protest against the desecration of the tomb of the famous novelist, Robert Louis Stevenson, at Samoa, has been made by Mr. G. S. Unwin, director of the publishing company of T. Fisher Unwin, who has arrived at Auckland from Samoa. Mr. Unwin says that visitors have scribbled their names all over the tomb, one man imprinting his name in letters 8 in. deep. He urges that the authorities should prevent further desecration, which is the work of tourists.

Command orders state:—It is observed that typewriting machines, being received in R.A.O.C. Workshops for repair, suffer from neglect in the matter of cleaning and lubricating. Even the best of machines will not work well if the parts are allowed to become dry and rusty. All concerned are notified that if machines are received for repair in such a condition as mentioned above, after the publication of this Command Order, it will be considered due to unfair wear and a charge will be preferred against the Unit.

SOCIAL AND PERSONAL.

Miss O. Orme, for the Colony's Education Department, reached the Colony by the Kalyan.

Mr. Clay Smith and Mrs. Lee White Smith, together with the members of the theatrical party under their control left yesterday for Manila.

Major A. M. Pollard, D.S.O., R.A.M.C., was placed in charge of the European families, Kowloon, on May 5, 1925, and assumed Command of the Military Hospital, and the medical charge of European troops, Kowloon, on May 7, 1925, vice Captain R. A. Watters, M.M.S.

Mr. H. S. Rouse, of the P.W.D., is leaving on holiday in England, by the Empress of Canada to-morrow. He expects to return to the Colony by the middle of December. Mr. Rouse, formerly an ardent rugby player, has devoted much of his leisure time to yachting.

Members of the Navy League will be extremely gratified to know that H.R.H. Prince George graciously consented to give his patronage to the Navy League Dance which was held on St. George's Day at the Hotel Cecil in conjunction with the Royal Society of St. George.

Mr. J. Hancock of the Naval Yard and Mrs. Hancock are shortly leaving the Colony. Mr. Hancock has acted as Hon. Treasurer of the Hongkong Philharmonic Society and took effective part in its two recent productions. Mr. Hancock will also be remembered as taking part in the A.D.C.'s production of R.U.R. Mrs. Hancock will be remembered for the singing and acting in "The Gondoliers."

Queen Marie of Rumania is a severe critic of modern fashions, and believes that they constitute "a sin against line," preventing women from making graceful movements. "The passion for short dresses," she declares in an article in the Vienna "Freie Presse," "is responsible for the grotesque fashion of scant evening gowns which hardly cover the knees and from which rays of light shine down from every possible corner as a sort of substitute for the train." She is disappointed at the continuance of the narrow skirt. "I should have imagined our athletic sports-loving women would wear something that would allow their limbs free play." Bobbed hair is anathema to the queen. "Women cut off their hair," she observes, "although it was once rated as their most precious possession."

Mr. W. J. Carroll left yesterday for Manila by the President Grant.

Reuter cables the assuring news that the Princess Royal continues to make satisfactory progress.

Mr. Frank Lane of the Indo-China Steam Navigation Co., Ltd., and Mrs. Lane, leave by the Empress of Canada to-morrow on nine months' leave.

Passengers departing for Manila yesterday per s.s. President Grant included Mr. H. M. Cavender, Captain W. J. Sawyer, and Lt.-Commr. E. W. Spencer.

Mr. R. A. Rodgers, exchange broker and formerly manager of the Russo-Asiatic Bank, is leaving with Mrs. Rodgers and family on the President Taft on May 23 for a few months' holiday in the United States.

Mr. T. T. Laurensen, local secretary of the China Coast Officers' Guild has returned to the Colony from Shanghai. His eye trouble has been greatly relieved by treatment and specialist opinion is that the sight of the right optic will eventually regain full strength.

Reuter's American Service cables the death of Miss Amy Lowell, the distinguished American authoress. Miss Lowell had recently added to her fame by writing a monumental life of the poet Keats in two volumes, a work which has engaged the attention of the literary circles in England and America.

Reuter cables the death of Viscount Milner, Viscount Milner, K.G., G.C.B., K.C.B., G.C.M.G., was born March 23, 1864, and was educated at King's College, London and Balliol College, Oxford. Between 1882 and 1885 he was engaged in journalism ("Pall Mall Gazette," etc.). From 1887 to 1889 he was private secretary to Mr. Goschen, Chancellor of the Exchequer. He was Under-Secretary for Finance in Egypt from 1889 to 1892, chairman of the board of Internal Revenue from 1892 to 1897, and Governor of the Cape of Good Hope from the latter year until 1901. In 1901 he was appointed Governor of the Transvaal, and the Orange River Colony, holding the position until 1905. He was also High Commissioner for South Africa. From 1918 to 1919 he was a member of the War Cabinet (Minister without portfolio). From 1918 to 1919 Secretary of State for War, and from 1919 to 1921 Secretary of State for the Colonies.

Mr. and Mrs. G. S. Archbutt are passengers to Manila on the President Grant which left yesterday.

Sister Miss A. L. Plimsaul, R.R.C., Q.A.I.M.N.S., left the Colony for North China on sick leave on the s.s. Kueichow on May 1.

It has been announced in India that Sir Paul Chatter, who recently gave six lakhs to La Mariniere, Calcutta, has made a further munificent donation of five lakhs to the endowment fund of the school.

Mr. F. Normington of the Hongkong Electric Co., Ltd., and Mrs. Normington, leave for Home on the Sardinia. Mr. Normington has taken a great interest in the Recreation Club at North Point.

Mrs. Harry Woods has left the French Hospital after being in that institution since April 11, following an accident. Her injury is of such a nature that it will be a considerable time before she will be able to walk.

The result of a poll of members of the Straits Settlements (Singapore) Association for nomination of a representative on the Municipal Commission resulted in Mr. H. V. Raper polling 73 votes and Mr. H. J. Fougere 50. Mr. Raper is therefore nominated.

A message reporting the suicide of Miss Hisako Kuno, former instructor of the Tokyo School of Music who had been sent by the Department of Education to study music in Germany and Austria last April, was received by her relatives and friends at the school. Miss Kuno threw herself from the top of the roof-garden of a hotel in a suburb of Vienna according to a dispatch sent by Mr. Akazuka, Japanese Minister to Austria, to the Foreign Office.

Miss Lilian Suzette Gibbs, who has died at Santa Cruz, Tenerife, was the first lady to make the ascent of Mount Kinabalu, British North Borneo, working right up to the summit, 13,000 ft. and taking to England a large collection of plants and insects which were new to science. Problems of geographical distribution arising from her work on Mount Kinabalu led to an expedition to the Arak Mountains in Dutch New Guinea, the first of which she investigated (1918) from the apex to the crests of the main ridge as 7,000 ft. The results of her work supported the view that New Guinea is a great centre of distribution of plant life to Polynesia, Australia, and to lesser extent, Malaya.

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From 1st May
To 1st October.

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Double from \$300.00 up inclusive.

THE HONGKONG & SHANGHAI HOTELS, LTD.

NOTICE

THE HONGKONG & WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Registered Office of the Company, Queen's Building, Victoria, Hongkong, on MONDAY, the 18th day of May, 1925, at 11 o'clock in the forenoon, when the subjoined Resolutions will be proposed as Extraordinary Resolutions, viz:—

- (1) That the Articles of Association of the Company be altered in manner following that is to say by the deletion of Article 17 and by the substitution thereof of the following Article, namely:—
"17. So long as the issued capital of the Company shall not exceed \$6,000,000, no member shall be entitled to be registered as the holder of more than 8,000 shares of the Company. Should the issued capital of the Company be increased beyond \$6,000,000 the number of shares in respect of which a member shall be entitled to be registered shall be increased proportionately, but no member shall be entitled to be registered in respect of a fraction of a share."
- (2) That the authorised Capital of the Company (which is now \$3,000,000 consisting of 60,000 shares of the nominal value of \$50 each the whole of which have been issued) be increased to \$10,000,000 by the creation of 140,000 additional shares of the nominal value of \$50 each ranking (subject as hereinafter mentioned) for dividend and in all other respects *pari passu* with the shares constituting the Company's present issued Capital.
- (3) That 60,000 of the said 140,000 new shares be offered in the first instance (in the proportion of one new share for every old share held by them respectively) to the members of the Company who on the 10th day of June, 1925, are registered in the Company's Share Register as the holders of the said 60,000 old shares at a premium of \$10 per share.
- (4) That the aforesaid offer be made to members by notice specifying the number of new shares to which a member is entitled. That a member whose registered address is situate in the Far East or his nominee shall pay for such new shares accepted by two instalments, i.e., one instalment of \$30 per new share to be paid on or before the 15th day of July, 1925, and a further instalment of \$80 per new share to be paid on or before the 15th day of October, 1925, and such member or his nominee who has not accepted and lodged with the Company's Bankers the first instalment due on such new shares on or before the 15th day of July, 1925, together with interest as aforesaid will be deemed to have declined. The Directors shall have the right to reject any nominee.
- (5) That such of the said 60,000 new shares as shall be accepted by members both in and outside the Far East shall *vis-a-vis* the said 60,000 old shares rank for dividend as from the 15th day of July, 1925, to the extent of one half of the nominal value of such new shares and as from the 15th day of October, 1925, equally with the said 60,000 old shares.
- (6) That any of the said 60,000 new shares which shall not be taken up by the Company's shareholders in manner aforesaid and the remaining 80,000 unissued new shares may be issued and disposed of in such manner as may be decided from time to time and upon such terms as to ranking for dividend and otherwise as the Company's Directors shall in their absolute discretion think fit.

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Company will be held at its Registered Office aforesaid on TUESDAY, the 2nd day of June, 1925, at 11 o'clock in the forenoon for the purpose of receiving a Report of the proceedings at the above mentioned meeting and confirming, if thought fit, as Special Resolutions the above mentioned Resolutions.

The Transfer Books of the Company will be closed from WEDNESDAY, the 10th day of June, 1925, to WEDNESDAY, the 17th day of June, 1925 (both days inclusive) during which period no transfer of shares can be registered.

Dated the 4th day of May, 1925.

By Order of the Board of Directors,
R. M. Dyer,
Chief Manager.

Hongkong's Fashionable Photographers
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MEE FONG STUDIO

Spacious New Premises

YEE SANG FAT BUILDING, TOP FLOOR
(Corner Queen's Road Central and Flower Street)

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STORY BOOKS

Less 40% discount.

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RAYMOND

CONCRETE PILES.

IN THREE DAYS LAST WEEK WE DROVE
1885 FEET OF PILES AT NGAU SHI WAN.

THE

HONGKONG EXCAVATION, PILE DRIVING & CONSTRUCTION CO., LTD.

TEL. C. 3749.

2ND FLOOR, POWELL'S BUILDING.

YEE SANG FAT CO.

The Hongkong

BARGAIN

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34 Queen's Road & D'Aguiar Street

Entire Stock Sale at
BARGAIN PRICE

Lots of Good Things Here
Opportunity Does Not Wait.

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(Late of DISS BROS. & MACINTOSH, LTD.)

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FURNITURE

HOP CHEONG

No. 55, Queen's Road Central,

CAREFULLY PACKED FOR SHIPMENT



Mr. Tameo Matsudaira with his wife, daughters and baby son, photographed in the garden of their home in Tokyo, just after his appointment as Ambassador to the United States.



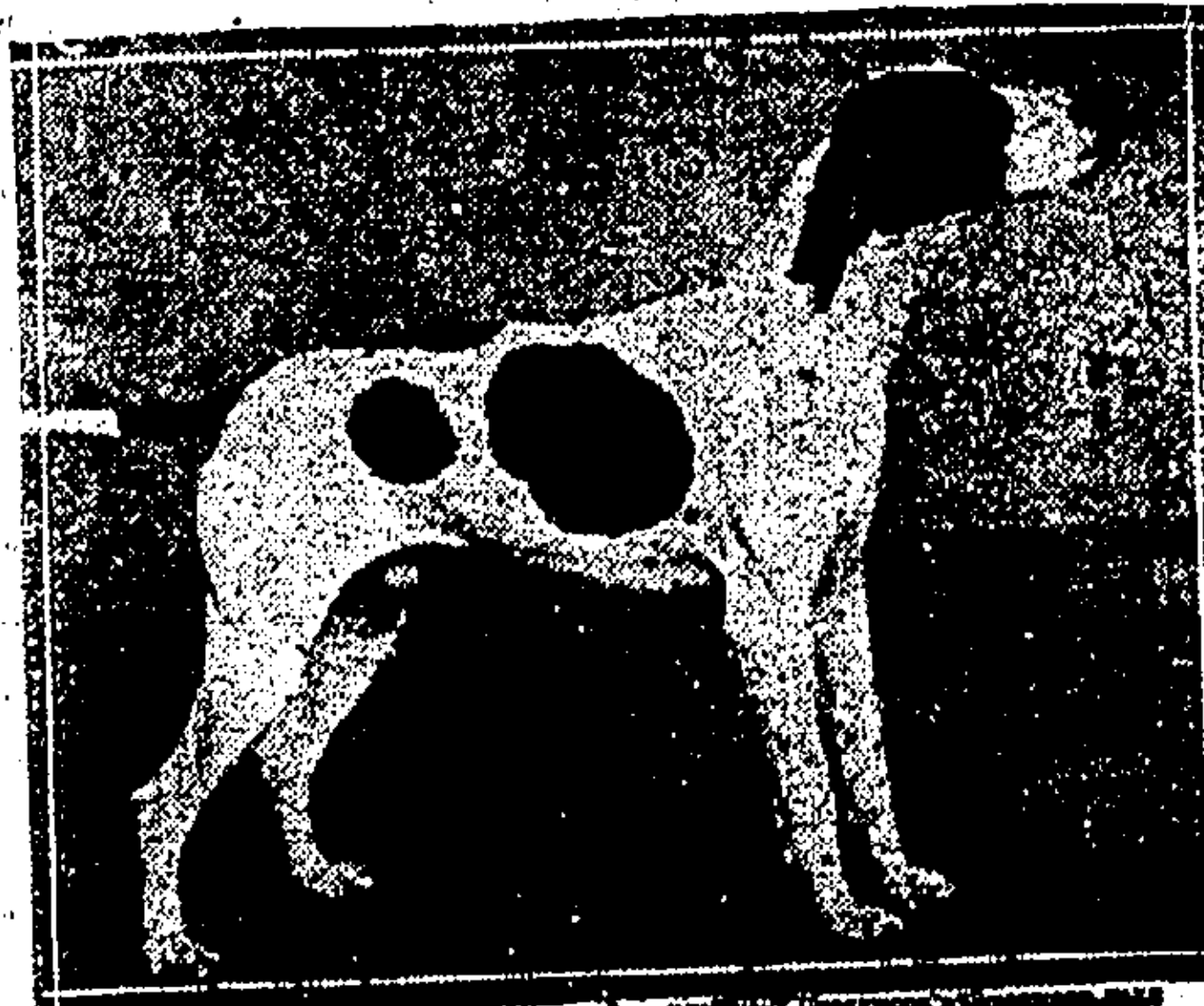
Secretary Andrew J. Mellon, of the U. S. Treasury, who recently left New York on a short vacation.



Passengers on the s.s. Fort St. George, sailing from New York recently for Bermuda were Mr. and Mrs. Ralph Lewis. Mrs. Lewis is a sister of the late President Warren G. Harding.



Representative Nicholas Longworth, of Ohio, Speaker of the House of Representatives in the Fifty-sixth Congress.



Champion Governor Moscow, pointer owned by Robert F. Maloney, wealthy coal operator and sportsman, poses—perfectly—for his picture just after being selected as the best dog at the 49th annual national dog show of the Westminster Kennel Club, largest collection of dogs ever shown at any show in the United States.



R. W. Dunlap, of Kingston, Ohio, has been sworn in as Assistant Secretary of Agriculture in Washington.



DR. FREDERICK A. COOK & SIR JAMES CRAIG
Below: A. B. HOUGHTON & JAMES A. STILLMAN

On the sixteenth anniversary of the discovery of the North Pole by Admiral Robert E. Peary, Dr. Ferdinand Cook, who had laid claims to the same feat, entered Leavenworth, Kansas, Federal Prison to serve a long term for oil frauds in Texas. As a result of the United States Parliamentary elections, Sir James Craig, the Premier of Northern Ireland, retains full control. Alonzo E. Houghton, former U. S. Ambassador to Germany, and recently appointed Ambassador to Great Britain, will sail shortly from New York to assume his official duties. James A. Stillman, financier, has reopened a court case, in his attempt to prove that Fred Beauvais, an Indian guide, of Canada, is the father of baby Guy Stillman.



Mrs. William D. Shepherd, wife of the man who is indicted, with Dr. Chas. Fauman, for the murdering of Wm. N. McClintock, with typhoid germs.



Ex-Chancellor Wilhelm Marx, of Germany, who was defeated in the election for President of Germany.



Prof. John L. Gerig, who has been made a Cavaliere of the Italian Government, for his distinguished services to Italian culture in America.

BRINGING UP FATHER



BUSINESS DIRECTORY.

Coal Merchants

Fang Shiu Ming & Co., (General Merchants, Colliery & Steamship Owners) 41, Des Voeux Road Central, Phone C. 226.

Dentist

Harry Fong, Dentist, 1st floor, No. 74, Queen's Road Central, Tel. Central No. 1256.

Engineers & Shipbuilders

W. S. Bailey & Co., Ltd. Engineer and Shipbuilder, Kowloon Bay, New Work and Repairs, Call Flag "L."

Fertilizer

Eastern Agricultural Fertilizer Co., 9, Jardine St., Tel. C. 220, Sole Agents for Fungo-King of Fertilizer.

Glass Merchants

A. Ling & Co., Glass Merchants, Furniture, Mirror and Canton Marble Manufacture, Electro-plated, Glass and Crockery Ware, and Photo Supplies, 19, Queen's Road Central, Tel. Central No. 1219.

Importers & Exporters

Kwong Sun & Co., 18, Queen's Road Central, Ho Chi Chung (Manager), Kwong King Hui (Asst.), Tel. Cen. 3182.

Land & Estate Agents

Fan Yick Che, Land & Estate Agents, Tel. Central 111-197, 24, Queen's Road Central.

Modistes

Madame Flint 21, Queen's Road Central, Tel. Cen. 588, (Latest Parisian model).

Optician

The Hongkong Optical Co., Phone 2232, 63, Queen's Road Central.

Photographers

Mee Cheung, P. Photographer 21, Lee House Street, Beaconsfield Arcade Branch, Developing & Printing undertaken.

Printers

"The China Mail," General Printers, Publishers and Bookbinders, 5, Wyndham Street, Tel. C. 22.

Rubber & Wood

Tankahke & Co., 39 Connaught Rd. W. Manufacturers of Rubber Soles and Singapore Wood, Tel. Central 4413.

Ship Chandlery

W. Wing & Co. 16 Wing Wo Street, Tel. Cen. 1119, Metal Merchants & Ship Chandlery, Managing Director—Mr. H. S. Chin.

Sua Cheong Comproder

General Commission Merchants, Naval and Military Contractors, No. 68, Praya East, Wanchai, Telephone No. 3781.

Crepe Rubber sole Shoes \$10 pair

WONG SIU WOOD 21 Pottinger St. Phone 1474

OLD Leather sole changed

to new Crepe Rubber sole \$3.00

LATEST SHIPPING NEWS.

ARRIVALS.

Emp. of Canada, (Br.) C. P. R., from Manila.
Haiyang, (Br.) Kuen Sang, from Penang, Saigon.
Hai Ning, (Br.) Douglas & Co., from Foochow, Swatow.
Alipore, (Br.) M. M. & Co., from Kobe, Shanghai.
Cyclops, (Br.) B. & S., from Liverpool, Singapore.
Nanchang, (Br.) B. & S., from Shanghai, Wuhu.
Carnarvonshire, (Br.) J. M. & Co., from Marbora, Singapore.
Yat Shing, (Br.) J. M. & Co., from Bangkok, Swatow.
Tikini, (Dut.) J. C. J. L. from Shanghai, Amoy.
Tijobada, (Dut.) J. C. J. L. from Batavia, Macassar.
Taikwa, Maru, (Jap.) O. S. K. from Keelung, Swatow.
West Sequana, (Am.) Struthers & Barry from Los Angeles, Manila.
Yuen Lee, (Chi.) Yuen Sing Fat, from Saigon.
Taishan, (Chi.) C. M. S. N. Co. from Shanghai.

DEPARTURES.

Linan, (Br.) B. & S. for Shanghai.
Gokenzan Maru, (Jap.) Y. K. K. for Keelung.
Tak Hing, (Chinese) Fook Hai, for Amoy.
Carnarvonshire, (Br.) J. M. & Co., for Yokohama, Shanghai.
Africa, (Dan.) J. Manners, for Vladivostok, Shanghai.
Alipore, (Br.) M. M. & Co., for Bombay, Singapore.
Borneo, (Br.) Shun Tai, for Haiphong, Hoihow.
Taito Maru, (Jap.) Y. K. K., for Keelung.
Kum Sang, (Br.) J. M. & Co., for Osaka, Amoy.
Pt. Grant, (Amer.) Admiral Line, for Manila.
Ying Chow, (Br.) B. & S., for Canton.
Taming, (Br.) B. & S., for Haiphong, Hoihow.
Cyclops, (Br.) B. & S., for Yokohama, Shanghai.
Amakusa Maru, (Jap.) O. S. K., for Keelung, Swatow.

Over 350 actions were instituted in the Supreme Court last year, as against 275 in 1923. The claims amounted to \$2,643,277.

PASSENGERS.

ARRIVALS.

Per. P. & O. s.s. "Kalyan" on May 14:—Mr. E. Carter, Mr. G. Hodson, Mr. and Mrs. McQueen, Miss O. Orme, Mr. J. Pym, Mr. N. Scott, Mr. J. Clegg, Mr. W. Bundock, Mr. and Mrs. Newman, Sub. Lt. F. Gilman, Sur. Lt. Com. Buddie, Mr. J. Gregory, Mr. J. Sidwell, Mr. W. Bowls, Mr. and Mrs. Mongay, Mr. G. Morrice, Miss K. Stedham, Mr. H. Eckhardt, Mr. P. Pitter, Misses Dragon, Mr. G. Kegemante, Mr. S. Noblerray, Mrs. and Miss Baines, Rev. Barfoot, Amah Mongay's, Mr. A. Chapman, Mr. E. High, Mr. C. Eldridge, Lt. Com. and Mrs. Glen, Mr. Rosenthal, Mr. and Mrs. Beglin, Mr. W. Berry, Mr. A. Ruxton, Mr. and Mrs. Loftis.

DEPARTURES.

Per A. O. L. s.s. "Pres. Grant" on May 13:—Mr. K. Akashi, Mr. Chang Sing-fu, Mr. Chang Yoan-yang, Mr. H. M. Cavender, Miss J. Fujimoto, Mrs. C. Gates, Mrs. A. E. Hayes, Miss K. Kennedy, Mr. M. Kern, Miss K. Kida, Mr. S. Kishi, Mr. K. Kojima, Mr. T. L. Lee, Mr. P. Levy, Mr. F. Matsumoto, Mr. M. Miyaki, Mr. K. Moroi, Mr. S. Nakane, Mr. H. Okabe, Mr. B. Onishi, Mr. P. I. Howe, Mr. J. Rosenthal, Mr. K. Sato, Capt. W. J. Sawyer, Lt. Comdr. E. W. Spencer, Mr. Y. Takase, Miss S. Toda, Mr. S. Ujihara, Mr. B. Vallmer, Mr. and Mrs. A. C. M. McLaughlin, Miss E. McLaughlin, Miss H. Whittier, Mr. W. H. Whittier, Miss M. Braga, Mr. T. Dharamdas, Mr. T. Hassamal, Mr. and Mrs. C. Lamond, Mr. S. J. Gabalon, Mr. and Mrs. R. S. Alberto, Mr. Kenji Fado, Dr. and Mrs. C. C. Wu, Mrs. H. Leeds, Mrs. W. J. Carroll, Mr. E. G. Woodger, Mr. J. Silverio, Mr. A. Miranda, Mr. and Mrs. G. S. Archbutt, Mr. P. C. Whittaker.

Hongkong was not visited by a typhoon last year, notes the Director of the Royal Observatory in his annual report. The greatest squall velocity as recorded by the Dines Anemograph was at the rate of 69 m.p.h. at 1.55 a.m. on October 5, when a typhoon was 300 miles S.W. of Hongkong. The typhoons of July 10-17, August 2-6 and August 8-22 followed abnormal tracks, the first and last named making complete loops.

SUMMER BUTTERICK QUARTERLY

HOME DOCTOR (parts 1-13)

BUSINESS ENCYCLOPAEDIA (parts 1-7)

Old English Magazines Cheap Sale at

LEE YEE

No. 12, D'Agulor Street, HONGKONG.

WEATHER REPORT.

May 14d. 11h. 00m.—Pressure has decreased considerably over Shantung, and south Japan, and increased moderately over north Japan and the lower Yangtze Valley; it has decreased slightly elsewhere.

The anticyclone is moving eastward into the Pacific; the depression is now central to the east of Shantung, with a probable secondary in the Eastern Sea, and a shallow trough of relatively low pressure is indicated over the northern China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1, 22.02 inches, against an average of 15.77 inches.

Forecast for the 24 hours ending on May 15:—

- 1.—Formosa Channel. Light southerly or variable winds.
- 2.—South coast of China between Hongkong and Lamocks, E. to S. or variable winds, moderate; fine generally.
- 3.—Hongkong to Gap Rock, E. to S. or variable winds, moderate; fine generally.
- 4.—South coast of China between Hongkong and Hainan, E. to S. or variable winds, moderate; fine generally.

ROYAL OBSERVATORY.

DAILY WEATHER REPORT.

MAY 14, 1925.—A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	Force.
Vladivostok	6	29.84	49	—	—	0
Yokohama	5	29.04	—	—	—	0
Kobe	—	29.78	—	—	—	0
Manila	—	29.08	—	—	—	0
Kobe	—	29.04	—	—	—	0
Yokohama	—	29.78	—	—	—	0
Kobe	—	29.84	—	—	—	0
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